Weather

Heat squalls and thunderstorms today. The maximum temperature yesterday was 94.1 and the minimum 73.6, the figures for the corresponding day last year being 89.1 and 69.3.

THE CHINA PRESS

大陸報

Today's paper consists of 46 pages in three sections

NO. 2452 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年閏七月初七日 SHANGHAI, SUNDAY, AUGUST 31, 1919 大正四年 第三種郵便物認可 20 CENTS

BRITISH WARSHIPS AID RUSSIANS IN TAKING OF ODESSA

Bolshevist Wireless Says City Was Bombarded For Two Days

REDS IN RETREAT

Radical Forces Reported To Be Withdrawing Toward Balta

DENIKIN GAINING

Advance Along Bank Of Dnieper Toward Kief Is Rapid

(*Reuter's Service*)

London, August 26.—The Russian Volunteer Army has occupied Odessa, the Bolsheviki withdrawing in the direction of Balta.

The Bolshevist wireless alleges that prior to the occupation 30 British warships bombarded Odessa for two days after which they effected a landing.

There appears some doubt regarding which of the Volunteers first entered Odessa. The most reliable advices state that General Denikin's men entered covered by the guns of British warships, but so far as is known there was no firing and probably the Ukrainians co-operated with General Denikin's troops.

Later: a War Office communique states:

Denikin Gaining Rapidly

On General Denikin's western front the advance is continuing with great rapidity all along the line. It is confirmed that Odessa has been captured by a detachment of Volunteers, who, after a two days' bombardment from the Black Sea landed and drove the Bolshevists out of the town. Along both banks of the Dnieper the Volunteer advance towards Kief is rapidly progressing. It is reliably reported that the Bolsheviki in the whole of the Ukraine are completely demoralised."

Drive On Petrograd Unlikely

London, August 26.—The Times Helsingfors correspondent reports that a combined advance on Petrograd is unlikely. Finnish help, he says, is improbable and the Esthonians are not willing to co-operate, while the Northwestern Russian army would probably be unable to reach its objective before the winter.

It is stated that General Gough is going to London to urge the recognition of the independence of Esthonia.

Offensive Is Opened

Stockholm, August 26.—A telegram from Petrograd states:

The Bolsheviki have begun a vigorous offensive in the direction of Porkhov, east of Pskoff.

Stockholm, August 26.—It is reported from Petrograd that the Government has mobilised youths of seventeen and eighteen.

Japanese Monitor Makes Attack On Bolshevists

(*Reuter's Pacific Service*)

Harbin, August 29.—It is reported from Blagovestchensk that a monitor with a Japanese crew was despatched to the village of Mananove, on the River Zeia, where the Reds were concentrated in considerable force. After a short bombardment the monitor landed a detachment of infantry which dispersed the Bolshevists.

Other detachments were recently sent into the forests near Charkovka, where the peasants denounced 500 Reds with machineguns who were hiding in the bush, whence they often attacked the neighboring villages and robbed them of horses and food.

According to information from Vladivostok the militia there has arrested many important Bolshevist leaders and commissaries who were hiding in the outskirts of the town.

Victory Is Reported

London, August 27.—A telegram from Omsk dated the 25th reports that southwest of Troitsk the Bolshevist forces have been heavily defeated and forced to retreat. 14,000 prisoners were taken.

Australia Deports 600 More Germans

(*Reuter's Service*)

Sydney, August 26.—Six hundred more Germans have been deported including several well-known wool buyers.

Chinese Representatives Back From Paris Tell Why Peace Treaty Was Not Signed

'Any Hope Of Future Peace Lies With Japanese,' Says Dr. Wu Chao-chu, Who Was Sent By South To Peace Conference

By E. P. Graham-Barrow

"The Chinese are not anti-Japanese but it is Japan's aggressive policy in South Manchuria, in their 21 Demands, and now in the Shantung question that has alienated China. We are anxious to live on good terms with our neighbors and if Japan will change its policy so will China change its distrust. Any hope of future peace lies with the Japanese."

The words just quoted were uttered by Dr. Wu Chao-chu, who returned to China yesterday from Paris where he was at the Peace Conference. Dr. Wu is the son of Dr. Wu Ting-fang; he is Vice-Minister for Foreign Affairs and Chief of the Bureau of Administration of the Constitutionalist Government, Canton.

Travelling from San Francisco on the s.s. China with Dr. Wu were:

Mr. George Hsu Chien, Minister of Justice, of the Constitutional Government, formerly President of the Supreme Court in Peking; Mr. Kung Hsiang-ko, Special Delegate from Shantung to the Peace Conference in Paris, formerly vice-president of the Provincial Assembly of Shantung; Mr. Chung Han-hsu, Special Delegate from Shantung to the Peace Conference in Paris; Mr. Ping Sheung-foo, Secretary to the Chinese Delegation to the Peace Conference in Paris, Departmental Chief of the Constitutionalist Government, Canton; Mr. Wu Ta-kwang, Secretary to the Chinese Delegation to the Peace Conference in Paris, Formerly Magistrate of Chiu Ping District, Kwangsi.

I had the good fortune to have many talks with Dr. Wu and he went clearly into the whole question connected with Shantung and the peace treaty.

How Germany Seized Land

Coming to the peace treaty of this year Dr. Wu said it consisted of two parts, the treaty itself and a verbal undertaking made by Japan. The treaty gives absolutely and unconditionally all rights formerly held by Germany in Shantung to Japan. In the verbal undertaking to the Big 3, Japan promised to return the political sovereignty of Shantung to China but would keep the economic(?) rights and an exclusive Japanese Concession at Tsingtau to be designated by themselves.

"We have never seen the minutes in which this verbal agreement we presume has been recorded" said Dr. Wu, "although we have repeatedly asked for them, but we have seen the maps made by the Japanese in which the harbor works, railway station, utility works—such as the electricity—will be among the prizes they will receive—and this leaves us the bathing beach."

It should be noted that no time is stated as to when this verbal agreement becomes operative. Again suppose the Japanese carry out their undertakings tomorrow China would still object. And why?

Because the so-called return of political rights is empty since by the Treaty of 1898 China reserved the rights of sovereignty—none being given to Germany.

Shows Japanese Aggression

Again, the Japanese have the railway concessions formerly held by the Germans, and since 1914 they have acquired more concessions; they have the mining rights and huge numbers of Japanese are settling in Shantung and practically confiscating the natives' land. Therefore it means that the economic domination of the province by the Japanese would surely lead to political domination. One has only to look to South Manchuria for a concrete example of this. The Japanese rights there are but the lease of Port Arthur, Dalny and the South Manchuria Railway.

I asked Dr. Wu what part of China the Peace Delegates represented. He answered that in the interest of China internal dissensions were dropped and the delegates were united. He also mentioned that telegrams from Chinese in all parts of the world poured in all urging the delegates to stand firm. Taking all this into consideration that is why China could not sign the peace treaty.

What effect will the peace treaty conditions have upon China? I asked.

"That I do not know" said Dr. Wu. "It may be that our loss will unite us all but on the other hand it is possible that it will strengthen the military party in China which relies on Japan's help."

In closing the interview I mentioned that in losing Shantung, China had gained sympathy in all parts of the world. After leaving Dr. Wu I could not help being struck by his attitude, which was one of absolute fairness, in which could be discovered no trace of bitterness, but rather a desire that the true facts of the case should be known—and underlying every word he said one felt that patriotism was supreme, and an intense desire for a united China—happy, progressive and prosperous—was what he was giving his life's work for.

MILLARD'S STATEMENTS ARE DENIED AT PEKING

American Minister Convinced No Agreement Exists For Partition Of China

(*Reuter's Pacific Service*)

Peking, August 30.—Regarding the article by Mr. T. F. Millard alleging that a secret agreement exists between Great Britain, France and Japan for the partition of China, Paul S. Reinsch, the United States Minister to China, interviewed by a representative of Reuter's Agency, said that he is convinced that there is no foundation of truth in the allegation.

The "Peking Leader" publishes the following:

"The French Legation is in a position officially and in the most formal manner to deny all the information contained in the said article concerning the conclusion of the alleged alliance by France regarding the partitioning of China."

Pending the receipt of information from a more authoritative source this report was hardly worth taking seriously enough to merit official denial. So also with Mr. Millard's statement to the Senate Committee that China refused to sign the peace treaty only because he advised its delegates not to: that, too, has been denied by the peace delegates, although it also was too absurd on its face to merit denial. It is necessary to point out these facts inasmuch as such statements so readily lend themselves to misunderstanding in a country like China and at a time like this.—Edit. note.

Russian Prisoners Are Leaving Germany

Swiss Major To Go To Russia To Protect Captives In Hands Of Bolshevists

(*Reuter's Service*)

Paris, August 26.—The repatriation of Russian prisoners of war in Germany has begun. A Swiss officer, Major Lederer, has been selected to go to Russia for the protection of the British and French prisoners in the hands of the Bolshevists.

SIX ON MELVILLE DOLLAR ARE KILLED IN DISASTER

Second Engineer J. F. McRae And Five Firemen Lose Lives When Steam Pipe Bursts

(*Reuter's Pacific Service*)

Hongkong, August 29.—The s.s. Melville Dollar, from Manila for Hongkong, wirelessed that her main steampipe had burst with the result that the Chief Engineer, Mr. D. Fraser, was badly scalded; the second engineer, Mr. J. F. McRae, and five firemen, killed, and she was proceeding to Hongkong under two engines and wanted all possible assistance.

The steamer arrived here after 7 o'clock this evening. A doctor and the police went on board; first aid was rendered to Mr. Fraser, who was then taken to hospital and is expected to recover. The six corpses of the men who were killed in the accident were also brought ashore.

GERMANS ARE FORBIDDEN TO ALTER CONSTITUTION

Proclamation Is Issued By British Military Governor In Occupied Zone

(*Reuter's Service*)

Cologne, August 26.—The new Military Governor, Major-General Clive, has issued a proclamation forbidding any alteration of the German Constitution as regards the occupied zone without British approval. The object is to prevent any precipitation of trouble by revolutionaries desiring to establish a Rhineland Republic.

Parliament Session At Peking Is Closed

(*Reuter's Pacific Service*)

Peking, August 30.—Parliament closed its session this morning.

Only A Year Ago He Said He Would Be The Happiest Man In World With Her

BY GOSH I WISH WE COULD HAVE SOMETHING FIT TO EAT AROUND HERE BESIDES PORTERHOUSE STEAK, 'N HAM-N-EGGS, 'ER SAUSAGE AND BUCKWHEAT CAKES AND CREAMED POTATOES AND STRAWBERRY SHORT-CAKE 'N PIE AND ICE CREAM ETC!!
PEACE
THE LEAGUE
THIS WORLD OF UNREST AND DISSATISFACTION
J.N. Ding

—*Darling in New York Tribune*

Big Bullion Shipment And Many Passengers Brought By s.s. China

China Mail Ship Carries G. $5,500,000 Treasure; Peace Delegates Among Arrivals

Bringing 122 first class passengers for Shanghai, including members of the Chinese delegation to the Paris Peace Conference, and over G.$5,500,000 in treasure, the China Mail steamer China arrived yesterday morning from Japan ports and San Francisco. Also arriving on the China were Mr. T. Daniel Frawley and members of the new Frawley Company which will open a season at the Lyceum tomorrow.

The returning Chinese peace delegates included Dr. Wu Chao-chu, sent to Paris to represent the Constitutional Government at Canton, Mr. George Hau Chien, Mr. Kung Hsiang-ko, Mr. Ping Shung-foo and Mr. Wu Ta-kwung. The delegates sailed from San Francisco after a trip through the United States on which they were entertained by many American organisations and during which they were in touch with men prominent in the public life of the nation and its largest cities. A night was set apart in honor of the delegates during the trip over on the China. There were speeches, including one by Dr. Wu, and following the banquet the passengers participated in a musical revue entitled "A Chinese Curio."

The big treasure shipment which the China brought included eighty boxes of gold coin, twenty-two boxes of pesos, five boxes of gold bars and 1,851 bars of silver valued at G.$1,000 each.

The China will sail for Hongkong at 6 a.m. tomorrow.

Among passengers returning to Shanghai from war service was Lieut.-Commander "Paddy" Miller, R.N.R. Lieut.-Commander Miller left Shanghai in 1915. He held the post of Admiralty Inspector at Port Barry for a year where his work

(Continued on Page 4)

Dr. Sun Yat-sen Addresses Western Returned Students

Banquet Is Conducted In Orthodox College Fashion And Is Presided Over By Tang Shao-yi

With a spontaneous outburst of patriotism which took the form of three yells for the Chung Hua Republic, thundering from 150 collegians' throats, and the terse demand "We want Shantung," the first conference banquet of the Western Returned Students' National Union was held last night at the Yi Ping Shan Hotel. Mr. Tang Shao-yi, chief peace delegate of the South, was toastmaster and the principal speakers were Former President Sun Yat-sen and Mr. David Z. T. Yui, head of the Lecture Department of the Y.M.C.A., who has just recently completed a tour throughout the United States.

"Know Yourself" was the subject of Dr. Sun's speech, which was delivered in Chinese. The former Provincial President urged the Western returned students to know their social position in China, to value the high education which they alone had the good fortune to secure and pointed out how eagerly China's millions are looking upon them to become their guiding spirit. That the returned students should control the government machinery today was the belief Dr. Sun expressed.

A translation of part of Dr. Sun's speech follows:

Translation Of Speech

"When I was a political refugee in the United States and was introduced to the late Dr. Yung Wing, the first question I asked him was what did he expect from the Chinese students whom he was instrumental in sending to American Universities? Dr. Yung then related, although I was a total stranger to him, his efforts in reforming the Chinese Government. Dr. Yung approached the Taiping rebel leader, Hun Hsin-chuan, during the latter rebellion against the Manchu yoke and offered his American ideals for the establishment of a democracy, but was not accepted.

"Failing to carry his reform plans through Hun, Dr. Yung realised that the only salvation of China lay in the foreign educated students, so when he was offered a minister's portfolio by the late Marquis Tseng, Marquis Tsu and Marquis Li Hung-chang, he refused, but volunteered to be in charge of sending students to America.

"But before the students were half way through their college courses, they were re-called by Peking, because they were "too foreignised."

"Thus Dr. Yung informed me of his object in educating students in America.

"When asked by what means I could succeed in revolutionising China, Dr. Yung told me to see a certain American in Los Angeles whose name was Homer Lee and who had just written a book entitled "The Folly of Ignorance," a treatise on military and political philosophy. I always had him with me thereafter in my travels and while I functioned as a revolutionist.

Sees Hopeful Signs

"It is with feelings of great hopefulness that I came to this function and I wish to ask you all to have the same ideal object as that of Dr. Yung Wing. Serve your country. But first of all find out what kind of country we have. I am a politician and cannot refrain from talking politics. Ask yourself what is the political situation today.

"I have often been asked by my friends why after the establishment of the Republic I handed over the administration to Yuan Shih-k'ai. I admit it was a blunder on my part and a blunder which I shall always regret. And today we see that all that is left of the Republic is its name. My aim was a complete democracy supplemented with the system of the initiative, the referendum and the recall. The great blunder in 1912 turned a democracy into an autocracy and the political power today lies in three groups of men. They are the ignorant old officials, the wily militarists and the political intriguers.

"You as returned students should not be satisfied with the mere name of the republic but should see that a real democracy is established—a government as

(Continued on Page 8)

FRENCH DEPUTIES SAY TREATY TERMS ARE NOT ADEQUATE

Fear Is Expresed That France Is Not Given Enough Protection

ALLIANCE FAVORED

Hope To Bind Ties Uniting Democracies Of Old And New Worlds

HITCHCOCK SPEAKS

U.S. Senator Says America Probably Will Ratify In September

(*Reuter's Service*)

Paris, August 28.—The Chamber of Deputies continues its debate on the Peace Treaty.

A Socialist Deputy expressed the belief that the debts of all the warring nations should have been pooled.

M. Charles Benoist delivered a long speech in which he stated that France should have been given the Rhine as a frontier. He spoke in high terms of the Anglo-Franco-American Alliance and uttered a warning against any acts tending to destroy this alliance.

Treaty Discussion Resumed

Paris, August 27.—The French Chamber of Deputies met yesterday after the recess to discuss the Bill for the ratification of the Treaty of Versailles. A large number of speeches are expected to be made all dealing with the same point, namely, that the terms of the League of Nations Covenant are not adequate to protect France against future aggression.

The opinion in French Foreign Office circles is that, the American Senate's substitution of China for Japan in the Shantung clause of the Peace Treaty would not necessitate negotiating a new peace with Germany as the German rights to Shantung are now non-existent and the territory can be awarded to any one without further discussion with Germany.

The French Press expresses fear that Great Britain, France and Italy alone without the aid of America cannot enforce the peace terms on Germany. Nothing, the papers declare, must be omitted to safeguard the ties uniting the democracies of the old and new world.

Hitchcock Sees President

Washington, August 26.—After conferring with President Wilson, Senator Hitchcock predicted that the Peace Treaty would be ratified in September with the aid of at least twelve Republican Senators. The Shantung and all other amendments would, he said, be defeated.

Message Interests Clemenceau

Paris, August 28.—M. Clemenceau has made inquiries concerning President Wilson's message, which warned the Turks not to molest the Armenians but to maintain order, threatening to withdraw Article XII of the Fourteen Points.

M. Clemenceau took the point of view that the message might have been conveyed by the Peace Conference. The American Commission to the Peace Conference described the warning as unofficial.

M. Clemenceau has been conferring with the Belgian Premier, who came especially from Brussels for the purpose. Both the French and British, who are equally interested in Belgium having a strong frontier on the German side, advise Belgium not to press her case, awaiting the United States' action. If the United States decide to keep out of European affairs, a very favorable settlement can be arranged.

Brussels Senate Ratifies Treaty

Brussels, August 26.—The Senate passed unanimously the Bill for the ratification of the Peace Treaty.

Paris, August 26.—It is understood that a compromise on the Dalmatia question which Italy is inclined to accept, has been submitted to President Wilson. It provides that Fiume shall become Italian but that Italy shall lease to the League of Nations for 99 years the "free port of Fiume" and a part of the harbor known as Barross Port, which the League shall administer in the interests of the Hinterland.

Return Austrian Demands

(*Reuter's Pacific Service*)

Peking, August 27.—Reuter's Agency learns semi-officially that a telegram has been received from

Paris saying that the outlook regarding the Austrian demands is much more favorable. It is reported that the five Austrian demands have been handed back to the Austrian delegation. It appears that a large majority of the Allied delegates, including Viscount Chinda, favored the Chinese view that the Austrian delegation had no right to make such demands. It is said that the postponement of signature of the Austrian Treaty was made from August 25 to September 1.

U.S. LIFTS RESTRICTIONS ON TRAVEL TO FRANCE

Many Americans Are Expected To Visit Battlefields In September

(Reuter's Service)

Paris, August 27.—Many Americans are coming to France earl next month to visit the battlefields restrictions on travel having been removed. The proposal has been made in the French Chamber of Deputies to grant 30 million francs for the construction of temporary hotels in the battlefield districts.

Unionist Candidate Challenges Henderson

His Assertions Dealing With Russian Ambassadorship Called Into Question

(Reuter's Service)

London, August 26.—Mr. F. M. Fisher, Unionist candidate at Widens bye-election, has published a letter challenging Mr. Arthur Henderson to substantiate his statement that when he went to Russia in 1917 he was empowered to replace Sir George Buchanan, the British Ambassador, but that he sacrificed the post out of fairness to the Ambassador.

Mr. Fisher accepts Mr. Henderson's challenge to a debate on the same platform on a definite charge against Mr. Henderson.

Mr. Fisher makes the following definite charge; that Mr. Henderson at a critical period of the war after returning from Russia proved disloyal to his cabinet colleagues and that if the advice tendered in Mr. Henderson's subsequent speeches had been accepted Germany would never have been beaten.

Henderson Declines Debate

London, August 27.—Mr. Arthur Henderson has declined to enter into any further correspondence with Mr. Fisher after the latter's letter cabled yesterday, which, he says, fails to show how he proved disloyal to his colleagues. Mr. Henderson adds that there will be no debate on the same platform.

ANOTHER ADJOURNMENT EXPECTED IN WEISS CASE

Probable That Inquest Will Again Be Postponed; Resumes Tomorrow Afternoon

A further adjournment of the inquest to determine the causes of the death of Mr. F. E. Weiss is expected tomorrow afternoon when the case is to be resumed at the United States Court.

Little new evidence of importance has been obtained either by detectives attached to the Shanghai Municipal Police or by United States Government officials.

Although pictures of Mr. Weiss have been published in both Chinese and foreign newspapers and a diligent search has been made for the ricsha coolie who took him from the Palace Hotel last Wednesday night, police and American authorities are unable to trace his movements after 9:30 o'clock on the night of his disappearance.

U.S. Troops Return Over Mexican Border

(Reuter's Service)

Washington, August 25.—The American troops have recrossed the frontier from Mexico.

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NAMING OF WANG YI-TANG IS OPPOSED IN SOUTH

Reported Seven Governors Of Canton Have Sent Peking Messages Of Protest

(Reuter's Pacific Service)

Peking, August 27.—It is reported that the seven Governors of the Canton administration have telegraphed to Peking, but not to the Government, expressing dissatisfaction with the appointment of Mr. Wang Yi-tang as Chief Northern delegate.

Mr. Wang Yi-tang left here for Tientsin this morning to meet Mr. Chu Chi-chien. Mr. Wang will return to Peking before proceeding to Shanghai.

It is understood that the Government referred the telegram from General Chen Kuang-yuan, reporting the arrival at Meihsien of Southern troops, to the Cabinet and various military departments for consideration and report.

Shah Of Persia Plans To Make Trip To U.S.

Agreement Concluded Recently With England Is Subject Of Comment In Constantinople

(Reuter's Service)

Constantinople, (undated).—The press here commenting on the Anglo-Persian Agreement lays stress on the importance of Anglo-Indian aid in the work of Persian regeneration.

The Shah is remaining another week at Prinkipo where he visits his parents daily. He will then proceed to Italy, Switzerland and France whence he will sail for America. He will make a fairly long stay in London on returning from America, the whole tour lasting 6 months.

ARMISTICE MEN KILLED IN ITALIAN AIR DISASTER

Of Four Who Lost Lives At Aspern Recently Two Were On Commission

(Reuter's Service)

Vienna, August 26.—Among the four Italian airmen who were killed in an aeroplane crash at Aspern aerodrome on the 23rd instant were two officers of the Italian Armistice Commission. The aeroplane was a Caproni machine, which had just started for Rome.

STRIKE IS DECLARED BY MARSEILLES DOCKERS

Algerians And Annamites Are Sent By Government To Unload Perishables

(Reuter's Service)

Marseilles, August 25.—The dockers have gone on strike. The Government has lent 900 Algerians and Annamites to unload the perishable goods, especially frozen meat.

Appointment Is Made By Zionist Commission

(Reuter's Service)

London, August 27.—Professor Patrick Geddes has been engaged by the International Zionist Commission to co-operate in planning the new Jerusalem and also to prepare a report on the Zionist colonies in Palestine. Professor Geddes has also undertaken to organise a department of sociology on behalf of Bombay University.

Australian Seamen Vote To End Strike

(Reuter's Service)

Sydney, August 25.—The seamen's strike has ended. The men at a mass meeting decided to man the ships.

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News Brevities

Lieut. J. H. Harder, of the Whangpoo Conservancy Board, is expected back in Shanghai shortly.

• • •

A houseboy charged with theft of two felt hats and a raincoat belonging to Mr. C. Kliene was sentenced to three months' imprisonment by the Mixed Court yesterday.

• • •

Today is the birthday of Queen Wilhelmina of Holland and also of the Emperor of Japan.

• • •

Tomorrow, Labor Day, the offices of the American Consulate-General will be closed to public business.

• • •

The British Postmaster desires to acknowledge with thanks the receipt of Books, Magazines etc. for British Forces from Mesdames C. R. Burkill, D. S. Barclay-Carle, J. H. Osborne, H. F. Lawson, W. A. Stursberg, A. Collins, Capt. E. I. M. Barrett, Messrs. F. L. Marshall, F. C. Butcher, W. A. Dalgarno, L. Ashcroft, N. B. Ramsay, P. Lessner, H. B. H. Postal Agent, Tientsin Butterfield & Swire, and "Anona."

• • •

Sixty-eight sacks of mail, consisting entirely of parcel post and printed matter, was received at the United States Post Office yesterday from the China Mail steamer China.

• • •

Bishop and Mrs. Roots and the Rev. J. Littell arrived in Shanghai yesterday on the Ngankin.

• • •

In dealing with the suit brought by Mr. J. T. Hammond against Mr. E. J. Muller for Tls. 175 THE CHINA PRESS yesterday said that the point involved was whether landlord or tenant is liable for electrical repairs necessary in a dwelling. Mr. Hammond yesterday sent a statement to this office calling attention to the inaccuracy of so general a statement. He had not disputed liability for repairs. The judgment was given in his favor on another contention.

• • •

A Chinese named Sian Ah-lee was ordered handed over to the competent Chinese authorities by the Mixed Court yesterday for participating in an armed robbery committed in the Wayside district on January 10, 1919.

• • •

A Chinese charged with conducting an opium smoking den on Yangtzespoo Road was ordered to pay a fine of $30 or serve one month in prison by the Mixed Court yesterday. A man found smoking on the premises was fined $5.

• • •

Hsia Zoong-ming, an editor of the Shanghai Morning Post, appeared as defendant before Assessor Hayashide and Magistrate Tsang in the Mixed Court yesterday when the libel suit brought by the National Herald was resumed. The action was adjourned until next Saturday.

EPIDEMIC IN MANCHURIA IS NOT YET CHECKED

Hope Is Held That Spread Of Cholera Westward Will Be Avoided

(Reuter's Pacific Service)

Harbin, August 29.—Lately cholera has been diminishing in Fudziadian while it is no worse in New Town. Dr. Wu expresses the opinion that the epidemic may cease in ten days. This improvement is due to the joint efforts of the medical personnel and the local administration.

It is hoped that the danger of cholera spreading westward will be avoided.

FRAWLEY PLAYERS OPEN AT LYCEUM TOMORROW

Popular Manager Arrives With Strong Company And Many Of Latest Successes

With a bag full of new successes and probably the strongest combination of players that he has ever brought to the Far East, Mr. T. Daniel Frawley arrived in Shanghai yesterday by the China, after brief but highly gratifying sojourns in Honolulu and Yokohama, and will open Shanghai's autumn theatrical season at the Lyceum Theater tomorrow evening.

Mr. Frawley has six ladies in his present company, among them being Miss Gloria Fonda who is already well known here. The popular manager remarked that not only could every one of these ladies take a lead but that everyone would be seen and heard in big parts. The players are not relying upon just one star to carry the shows over, but every one is an artist and good parts have been given to all.

Frawley has in his bag a whole crop of the very latest New York and London successes and both at Honolulu and at Yokohama their business broke all records. Quite one the sensations of New York was the production of "East is West" which is still going strong and is likely to run for another year. Frawley has kept this play up his sleeve until he got to Shanghai and he hopes to put on as startling a show as any that has been witnessed out of London or New York. "Three Wise Fools" and "Lightnin" are another couple of pieces which should draw every playgoer. The company makes its initial bow tomorrow evening in the latter named production.

American Company, S.V.C., Orders

General Orders No. 480 Company Drills

The Company will assemble for drill at the Baseball Field, Race Course, Thursday, September 4. Fall in at 6 p.m. Sharp.

Dress:—Drill order, summer uniform, campaign hat.

Special Orders No. 459 Discharges

The following men have been honorably discharged: Pvts. O'Brien, E. R., Starrett, O. G., Ralston, O. E., Sokall, W. F., on departure from Shanghai.

Special Orders No. 460 Leaves

The following leaves have been granted:

Pvt. Gunder, J. D., from July 16 to January 1, 1920.

Pvt. McCloskey from August 29 to September 5, 1919.

Special Orders No. 461 Promotion

The Municipal Council having ratified First Sergeant Baldwin's promotion to 2nd Lieutenant he will in future bear that rank and receive the honors due that office, from August 21, 1919.

Special Orders No. 462 Assignments

Sergeant Davis is assigned as Acting First Sergeant from August 21, 1919.

Note:

(1) Examination for Sergeants will be held at the U. S. Court for China 5:15 p.m. Thursday, September 11. Circular of information will be mailed to those eligible for candidacy.

(2) Uniforms: All men entitled to uniforms and not provided with summer uniform will report to the Orderly Room and obtain same at once.

(signed) G. F. ASHLEY, Lieutenant.

In Charge American Co., S.V.C., August 28, 1919.

Liu Ching-jen To Go To Tokio As Minister

(Reuter's Pacific Service)

Peking, August 30.—Liu Ching-jen has signified his readiness to accept the post of Minister in Tokio.

Obituary

Lord Settrington
(Reuter's Service)

London, August 26.—The death is announced of Lord Settrington, eldest son of the Earl of March and grandson of the Duke of Richmond. Lord Settrington was recently seriously wounded in North Russia.

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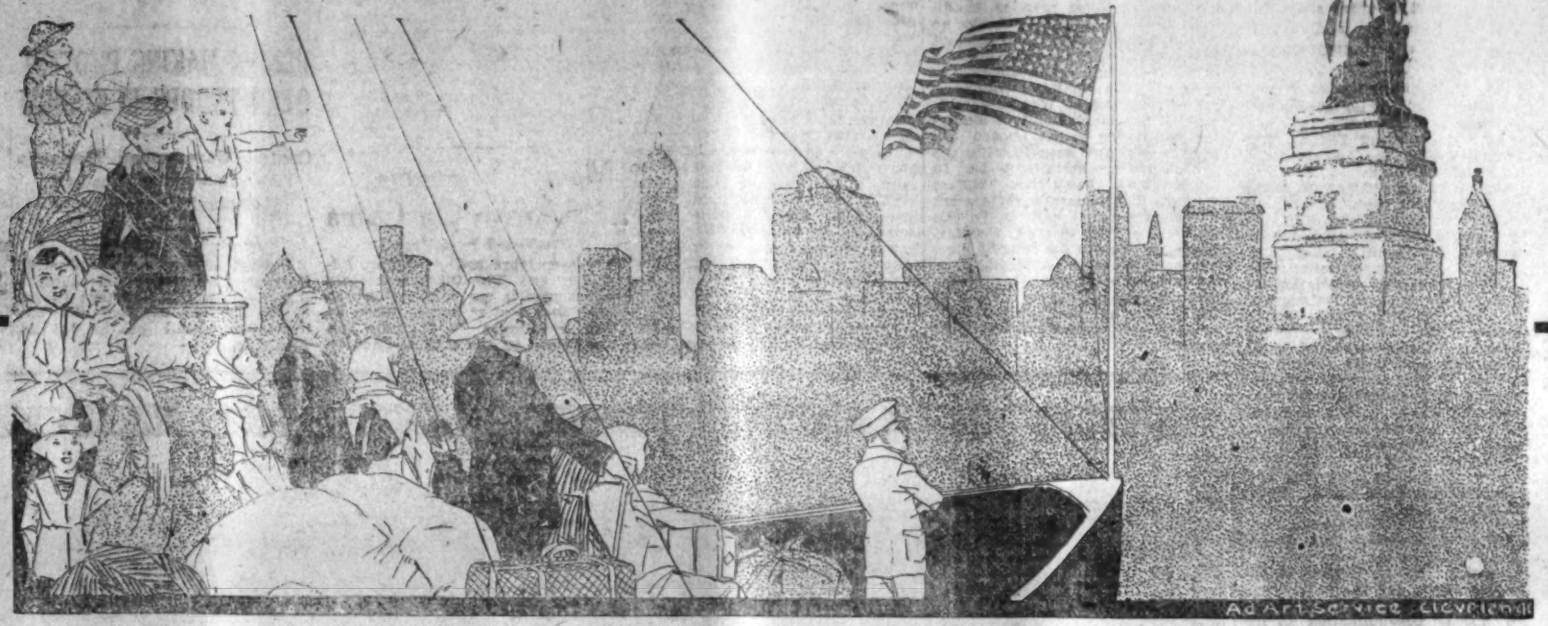

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Anfuites Open News Agency To Extend Their Propaganda

Believed Wang Yi Tang's Acceptance Of Post As Chief Delegate Is An Indication That Militarists Desire Peace

(From Our Own Correspondent)

Peking, August 27.—The Anfu Club, which for the past three months has been buying newspapers all over the country in an attempt to influence political news in its favor, has now organised a large, powerful news agency in Peking. This news bureau, known as the Kuo Min News Agency, opened its doors yesterday and will distribute a large daily service to the press in and near Peking for one month free of charge. At the end of the month the agency will sell its news to those who desire to take it for eight dollars, depreciated currency, per month. Arrangements have been made to syndicate its news by telegraph to the Anfu press in Shanghai.

A first impression of the recent development of Anfu-Militarist propaganda facilities in this country may lead to the belief that the Anfuites and their military friends are gaining strength rather than losing it. As a matter of fact, however, the latter is the case, and the determined effort of the Anfu party to strengthen its position by a greater control of the press is but a move in its last fight for prestige and, indeed, existence.

The appointment of Wang Yi-tang to Shanghai as chief delegate for the North, the Northwestern Frontier venture of Little Hsu, the suppression last May of the Yi Shih Pao, followed a few days ago by the forcible closing of the Ching Pao, another well known Peking liberal daily, are each is its own way, signs that the various inner groups of the Anfu and military parties are reading the signs of the times and preparing either to go with the times and get what they can out of them or to put up a final battle against the progress and unity of their country. Of these signs the appointment of Wang Yi-tang and the Mongolian plans of Hsu Shu-cheng are of real importance in that they show political judgment and foresight. The campaign against the liberal press and even the extension of Anfu propaganda all over China are of less significance, for they represent the policies of reactionaries who are blind to every side of the case but their own and are incapable of either compromise or the exercise of good judgement. Thus their importance is only temporary and has no lasting bearing upon the country's welfare.

As regards Wang Yi-tang, competent officials in Peking are of the belief that he would never have accepted the appointment to Shanghai without the genuine desire to conclude peace with the South and the ability to put such a peace through. This ability, they state, is based upon arrangements reached after months of negotiation between Wang and his followers on the one hand and the various leaders of the Southern factions on the other. It is pointed out in this connection that Wang's name was brought up for the post of chief delegate to Shanghai several times before he finally agreed to accept the post; and his reasons for refusing so often are stated to be that he had not yet come to a satisfactory agreement for the conclusion of domestic peace. Hence Peking is hopeful as regards the coming Shanghai Conference.

Moderate officials in Peking, and among these is the President, are supporting Wang Yi-tang in his peace program for the reason that they see in him the only hope for the speedy consummation of national unity. The country must be united on the basis of mutual compromise by delegates who have the actual power to enforce the agreements which they reach; and a conference representing only the progressives, liberals and radicals of the North and the South would have power. The militarists and reactionaries on both sides would simply not agree to abide by the arrangemens reached by such a conference. Hence the moderates pin their faith in Wang Yi-tang and his followers, while at the same time admitting that they are acting from selfish motives only and that neither their politics nor their personalities are all that might be desired.

On the other hand there is a strong sentiment here that, once the country is united and the new international Consortium has commenced its operations here, Wang Yi-tang and the entire Anfu-Militarist group will perforce cease to have an evil influence upon the nation's affairs. The Anfu Party may continue in existence as a political organ, but its influence will of necessity wane as soon as conditions here are such that it can no longer appropriate Government funds and mortgage the nation's resources for the furtherance of its purely selfish political schemes. Hence they see in Wang's acceptance of the appointment to Shanghai his desire to get aboard the band wagon and keep in with the powers that are hereafter to be. In Little Hsu's Mongolian venture they see that General's recognition of ultimate defeat here in Peking and his desire to find prestige, power and wealth for himself elsewhere; while in the suppression of the liberal press and the sudden outburst of Anfu propaganda they see nothing but the last kick of a group of politicans who are doomed to fall.

BOARD PLANS TO DEEPEN ANHUI WATER ROUTES

Reported Loan From America Is Contemplated For Big Improvement Work

(From Our Own Correspondent)

Peking, August 27.—The National Conservancy Bureau is at present at work on a plan for improving the water routes through Anhui province by deepening the Huai River and its adjacent branches. This river, the largest in the province, flows from west to east into the Hunghutze lake on the border of the province. Through this lake connection is made with the Grand Canal, the great artery of trade through Eastern China.

Along the Huai River are situated several rich and prosperous cities, such as Showchow and Pengpu, which are trade centers for the goods of the province carried over land routes from both the north and south. The Chi River, which flows into the Huai near its mouth, brings the commerce of the southeastern districts, while the Shu River, flowing into the Hunghutze parallel with the Huai River, brings the commerce of the north.

By the plan now adopted by the Conservancy Bureau through the report of its office on the Huai River, these three streams are to be deepened and improved, permitting a regular line of good river steamers to ply along their courses, while the Grand Canal, which along this point also needs deepening, shall also be improved. There is no doubt but that this plan, on its map value, would seem to be a great move toward the development of the rich inland province. Authoritative reports of competent engineers on the subjects are however lacking. The report of the Bureau states that an American loan is contemplated for carrying out the project. It may therefore be expected that before any work is undertaken foreign experts will be sent to look over the ground.

To carry out the plan, the Bureau plans to station a subdirector at some point along the Huai River, while the chief director will remain at his present post in Peking.

Many Passengers Arrive On China

(Continued from Page 1)

was examining and surveying Admiralty and War Office transports which were in use with the British High Seas fleet at Scapa. Then he was transferred to Chatham and was placed on the staff of Capt. C. W. G. Crawford, R. N., and was one of the naval transport officers there engaged in equipping transports for the British forces in France. From Chatham he went to Deptford at the supply and reserve depot for the army in France and during the last two years of the war was on the staff of Commodore J. Osborne, C.B.E., R.N., principal transport officer for the port of London. After the armistice and until the time of embarking for China he was engaged in the work of disembarking troops and embarking Belgian refugees and German prisoners of war. He received a warm welcome from his friends on his return yesterday.

PEKING MAKING PROTEST OVER TROOPS IN KIANGSI

Central Government Demands Also Immediate Recall Of General Li Lieh-chun

(Reuter's Pacific Service)

Peking, August 30.—The Central Government has protested concerning the arrival of Southern troops in Kiangsi and has requested the immediate recall of General Li Lieh-chun.

SHANTUNG PETITIONERS BESIEGING GOVERNMENT

Cabinet Has Asked Them To Submit Plan To Handle Situation In Province

The Hsin Hua Men, Fu Hua Men and Shih Ling Yuan in Peking are closed as tight as drums, while the petitioners, asking the cancellation of martial law in Shantung, are increasing in number every minute, according to the Chinese press. They are planning to approach President Hsu Shih-chang, through the gate of Shiyuan.

The Cabinet meeting Friday decided to accept plans from the petitioners if they would devise means of handling the Shantung situation. And noisy demonstrations, however, will be suppressed.

Nothing was accomplished in spite of the efforts of the Government to disperse the crowd of petitioners. It has been decided to proclaim martial law in the Capital with General Tuan Chi-kwei as Commander-in-Chief. The Cabinet has already telegraphed Peitaiho for General Tuan.

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Municipal Investment Bank To Take Deposits Tomorrow

Institution Inaugurated By Council For Small Investors Will Be Open Until Friday

The Municipal Investment Bank, inaugurated by the Shanghai Municipal Council to allow small investors, both Chinese and foreign, to secure Council debentures by small deposits each month, opens tomorrow and deposits will be received from the public until next Friday at the offices of the Finance Department, Kiangse Road.

The following explanatory notes have been sent out by the Municipal Council finance department.

Rule 4 reads—

> Interest at a rate to be advertised from time to time will be credited the accounts of depositors half-yearly, on March 5 and September 5, and will be calculated on the amounts at credit of depositors' accounts on the fifth day of each month.

During the first interest period from September 5, 1919 to March 5 1920 the Council is offering the exceptionally favorable rate of six percent. At the conclusion of this period the rate of interest that will then be offered will naturally depend upon the conditions of the local money market. It will be safe, however, to assume that the rate will be appreciably higher than could be earned by deposits which are subject to withdrawal on demand.

Rule 5 reads—

> On March 5 and September 5 debentures in the current Municipal Silver Loan in denominations of Tls. 100 or multiples of Tls. 100 will be allotted depositors to the maximum amount permitted by each depositor's account. Accounts will be debited with the allotments calculated at the price at which the Council is issuing debentures at the date of the allotment. Any balances remaining at credit of accounts will be carried forward.

The debentures to be allotted on March 5, 1920 will be those of the current 7 percent Loan which is now being issued at 95 percent. Assuming the present price of issue is in operation on the date of the allotment, a depositor whose account including interest totals, say, Tls. 325 would receive three debentures of Tls. 100 each, and his account would be debited with Tls. 285, leaving Tls. 40 to be carried forward to a new account. Interest at 7 percent per annum on the nominal amount of the debentures would be paid to him thereafter in a similar manner as to any other holder of the Council's debentures. He could of course give instructions for his debenture interest to be credited his account in the Investment Bank and this procedure is recommended, as by so doing his savings would accumulate at compound interest.

Rule 6 reads—

> The deposits will not be subject to withdrawal, except in the following cases:
>
> (a) On the death of a depositor the amount at credit of the account, with interest, will be paid on application by the legal personal representative.
>
> (b) Should the Council at any time decline to receive further deposits, any balances remaining at the credit of accounts, after the allotment of debentures provided for under Rule 5 has been made, will be repaid to depositors forthwith.
>
> (c) Subject to giving three clear days' notice of his intention, a depositor may close his account at any time, whereupon an allotment of debentures as provided for under rule five will be made, and the balance remaining at his credit refunded. No interest will be allowed on such accounts except such as may have been already credited under Rule 4.

Clauses A and B do not require amplification.

Clause C provides for cases where depositors leave Shanghai permanently or are in urgent need of funds. The penalty imposed of loss of interest, other than that already credited on March 5 or September 5, is a reasonable one having regard to the fact that the whole object of the bank is to encourage saving for purpose of investment and not subsequent withdrawal and it is solely this fact that enables the Council to place such an attractive scheme before the public.

The scheme, on analysis, will be found to be simply an easy method of purchasing debentures by instalments, with the added advantage that the depositor obtains six percent interest during the period his instalments are accumulating. Every half year he withdraws his money in the shape of debenture certificates which he can sell on the market if he so desires. It is probable that the depositor, when once he has realised that he has become a holder in the Municipal Loan, without incurring any particular hardship in the process, will hesitate before selling his debentures, and will redouble his efforts to increase his holding.

Accidentally Kills Little Chinese Girl

Portuguese Youth, Ignorant That Revolver Was Loaded, Shoots Ten Year Old Child

Luiz Baptista, Portuguese, residing at 3B Jukong Road in Chapei, accidentally shot and killed a ten-year-old Chinese girl, Evelyn Alice Hansen, in front of his home last night. Baptista was playing with the girl who was adopted some years ago by a Portuguese family living at 1B Jukong Road.

The child was peeking in the doorway of the Baptista home and Baptista, not knowing the revolver was loaded, pulled the trigger two or three times. The fourth time a cartridge exploded and the bullet entered the girl's temple. The accident happened shortly before seven o'clock and the girl died at the General Hospital two hours later.

Hongkew and North Szechuen Road police were notified but before they reached the scene Baptista had been arrested by Chapei military police and taken to Chungkaza station, a block away. Upon instructions from the Portuguese Consulate-General he was handed over to Settlement authorities and taken to Hongkew Police Station where he is held pending an inquiry to be held tomorrow morning at ten o'clock at the Portuguese Consulate. The body of the girl was removed to the mortuary and an inquest will be held by Portuguese authorities tomorrow morning.

The child was shot with a .32 caliber revolver, the property of Baptista's brother. Baptista is but 18 years old.

Effects Of Exports From U.S. Discussed By British Speaker

Sir Auckland Geddes Sees No Danger Of Home Markets Being Flooded

(*Reuter's Service*)

London, August 26.—Sir Auckland Geddes, in his speech at Basingstoke yesterday, refuted the idea that American goods would flood British markets, pointing out that America was in the unhappy position of possessing so much that there was little she wanted, consequently when the money exchange between New York and London moved in her favor every movement hampered her power of export. We wanted America's raw material, he said, hence it was difficult for America to export manufactures. She was selling great quantities of goods to all European countries which must be paid in money with the result that exchange would move more and more in her favor. This meant that food and manufactures from America would be so dear as to be almost unbuyable in Europe. Therefore Europe must work out her own salvation through hard work and increased production.

BRITISH REPRESENTATIVE ON PARIS BOARD NAMED

Sir John Bradbury Of Treasury Appointed To Place On Reparation Commission

(*Reuter's Service*)

London, August 26.—Sir John Bradbury, Joint Permanent Secretary of the Treasury, has been appointed principal British representative on the Reparation Commission in Paris.

Other changes of high officials at the Treasury are also announced.

Reuter's Agency understands that these changes are the result of the re-organisation of the Treasury by the Chancellor of the Exchequer and the Finance Committee of the Cabinet presided over by Mr. Lloyd George. The appointment of Sir John Bradbury is an indication of the importance of the work of the Reparation Commission. The other appointments are significant of the endeavor which is being made to cope more effectively with the control of expenditure. The three departments which had been set up in the Treasury to deal respectively with establishments, supply services and general financial administration will act under the direction of the Permanent Secretary.

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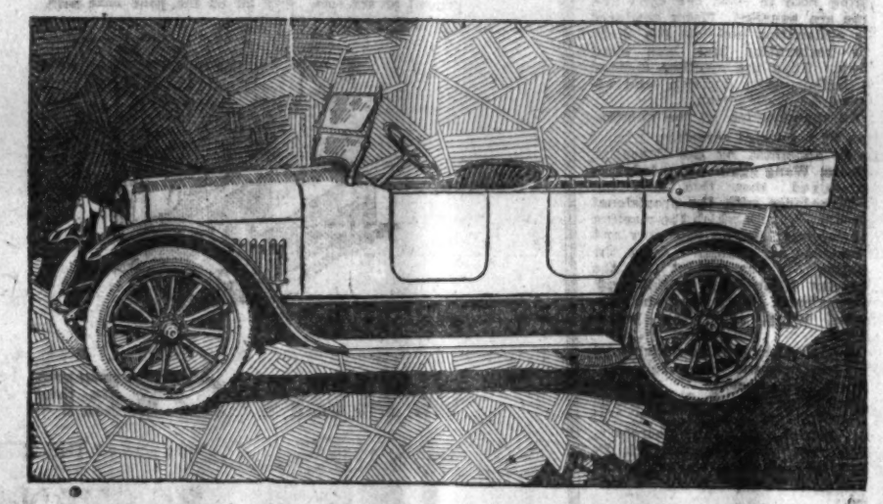

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SEATING CAPACITY—Five passengers.
WHEELBASE—112 inches.
MOTOR—Four cylinders, cast en-bloc, L-head, 3½ inches x 5 inches; 35-40 H. P., at 2,000 R. P. M.
LUBRICATION—Splash and positive distribution.
COOLING SYSTEM—Centrifugal force pump circulating system; tubular radiator, 17-inch, four-blade fan. Exhaust down front away from floor boards.
GASOLINE SYSTEM—14-gallon tank in rear. Vacuum feed.
CARBURETION—Zenith Carburetor, with new "hot spot" intake manifold.
ELECTRIC SYSTEM—Two-unit Studebaker-Wagner.
IGNITION—High tension magneto.
ELECTRIC LIGHTS—Large headlights with improved deflecting and diffusing lenses, two degrees of dimming; speedometer light; tail light.
CLUTCH—Aluminum leather faced cone clutch, with anti-spin brake.
TRANSMISSION—Separate unit-three speeds forward, and reverse.
GEAR RATIO—4.36 to 1.
REAR AXLE—Studebaker, improved semi-floating, spiral bevel gear drive, full Timken bearing equipment.
DRIVE—Hotchkiss—through the springs.
SPRINGS—Front and rear semi-elliptic. Front, 34½ x 1¾ inches, 7 leaves; rear, 50¼ x 2 inches, 7 leaves, underslung.
TYRES—32 x 3½ inches; Goodyear. All weather tread on rear.
BRAKES—Foot brake, external contracting, 14¼ inches x 2 inches; emergency brake, internal expanding, 13¾ inches x 1¾ inches.
FENDERS—Pressed steel, crown design.
UPHOLSTERY—French plaited upholstery.
TOP—One-man; curtains open with the doors.
EQUIPMENT—Rain vision slanting windshield; 31-inch carpet-covered foot rest in tonneau; ventilating catches for front doors; electric horn; electrically lighted instrument board on which are mounted: Stewart-Warner speedometer—driven from propeller shaft—oil indicator, Yale-locked ignition and lighting switch, carburetor control, battery indicator; combination robe and hand rail extending full width of front seat; gasoline gauge on tank in rear; complete set of tools; tyre carrier at rear, with extra rim.
COLOR—Artillery Gray.
MODEL—Touring car.

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ECONOMIES ARE URGED BY BRITISH PREMIER

Lloyd George In Communication Insists That Expenditure Must Be Curtailed

(Reuter's Service)

London, August 27.—The text is unofficially published of a letter that Mr. Lloyd George wrote his colleagues on August 20 drawing attention to the strength of the feeling in the House of Commons, the press and all classes of the community on the necessity for an immediate cutting down of Government expenditure. Mr. Lloyd George says that when public attention was angrily directed to the specific item of motor cars it was discovered that considerable economies could be effected without injury to the public service.

"The time has come," the Premier wrote, "when each Minister ought to make clear to those under his control that if they cannot reduce expenditure they must make room for somebody who can. That is the temper of the public and it is right."

Mr. Lloyd George says that the heads of departments must be compelled to undertake the unpleasant duty of reducing their personnel. The fact that the number of Government employes has hardly decreased since the war cannot be defended.

In conclusion Mr. Lloyd George informs the Ministers that they cannot hope to enjoy pre-war vacations until the affairs of the nation return to normal. He realises that rest is necessary but trusts that Ministers during the vacation will consider the best method of carrying out his urgent appeal and report to him in the middle of September how they have conformed or propose to conform to the general desire of the nation.

BIG CROWDS IN TORONTO GREET PRINCE OF WALES

Enthusiastic Reception For Royal Visitor Marks His Arrival In City

(Reuter's Service)

Toronto, August 26.—The Prince of Wales received another great reception on his arrival here. Thirty thousand people greeted him at the Toronto exhibition which he declared open. Subsequently at the Yacht Club and the City Hall His Royal Highness was almost besieged by the surging enthusiastic masses desiring to shake his hand. The police had difficulty in controlling the crowds.

Address Is Made By Dr. Sun Yat-sen

(Continued from Page 1)

Lincoln said of the people, by the people and for the people.

Tells Students' Position

"Your position in the republic is best privileged. You constitute the best educated class. With a union like this, you should accomplish a great deal and you should be responsible in making a real republic out of a mere name. No other people, as I said, have ever had your training and education. Yet you are not controlling the governmental machinery. The official class, the politicians and the militarists, never had your knowledge, sight or experience. Your fear for talking about politics, as intimated by Chairman Tang, indicates that you are not seeking political office. You are serving but not officially.

"Your should know, however, that the diplomatic defeat such as the one suffered in Paris could not be remedied by the old fashioned officials in Peking. But students, for this time, attempted and their attempt was rewarded with a golden harvest. An American friend of mine told me the other day that they sympathised with us. But he said that their sympathy today is different from the kind they had yesterday. Before they had a kind of pitiful sympathy towards the helplessness of China, but now they have a respectful sympathy for China's efforts at progress.

"If the students did not start the outcry for Shantung, no such respect would be commanded. After mentioning this instance, gentlemen, you can make your own conclusion as to the force and power that a union like this may exert.

"Today the outside world has two popular solutions for China. One is the partition of the country like what has been done to Austria and Turkey and the other is the joint administration of the different places like they treat Hongkong and Singapore.

Needs Are Outlined

"During my childhood, I was told that China was the greatest country of the universe. This was 30 years ago, when every ignorant person knew this as an established fact. But today no one dares to say that —not even the most conservative people. We, Chinese students compare favorably in our scholarship with foreign students as records of the American Universities will testify, yet in governmental administration, we are not their equals.

"We are not few in number. Between 3,000 and 4,000 have been educated in the West. On the other hand, Japan has only a few. The late Premier, Marquis Ito disguised as a sailor to get to England and remodelled Japan until today she has become one of the greatest powers in the world. Why then should we tolerate joint administration or partition. Why, fifteen years ago a foreign minister of Siam told me that his country would be quite satisfied to be a province of China. Now Siam is not only independent, but has rescinded her grant of extraterritoriality and is a progressive state.

"My advice is know your ability, influence and experience. You are the cream of the 400,000,000 of population and are looked upon as leaders of the millions. They are as confident as I am that you are the ones that should run the Government.

"Know yourself!"

Mr. David Yui spoke on responsibility versus privilege, the relation of a citizen to a state, leadership and constructive endeavor as the four matters which impressed him most during his sojourn in the United States.

"The higher our education is the heavier will be our responsibility," said Mr. Yui in part. No others in China had our educational qualifications, but we are not educated for our self-interest, but for our fellow countrymen.

Should Be Ready To Sacrifice

"As to the relation of a citizen to state, you should not only serve the country but sacrifice for it. In sacrificing for the country, do not get the wrong idea that you are sacrificing for others, but know that you are preserving your own rights.

"Leadership must exist in a democracy although the people of a democracy are considered equals. By leadership is meant sacrifice and not personal honor and name. A leader need not be a sage or a perfect man. But if a man is an expert on a certain question, utilise his knowledge and make him the leader. Today, I regret to say, China is not only financially bankrupt but also bankrupt in the supply of leadership.

"Formulate constructive plans for society. In my travels, I always ask those whom I meet for constructive policy. But nine out of ten possess pessimistic views and have no idea about their policy. This pessimistic view will indeed do more harm than good. Therefore, what we want is to form a strong union and formulate some constructive policy educationally, socially, politically, industrially and religiously.

"In conclusion, I desire to add that we must have self reliance and then others will support you. It is all very well that the United States should support us on the Shantung question, but we must seek to help ourselves. We should be in a position to be independent without foreign help."

Miss Eling Tong rendered a piano solo and Miss Mabel Chang sang. The program was interpersed with college songs and yells, with occasional outbursts of patriotism and humor, which greatly enlivened the spirit of the event. The room was tastefully decorated with college pennants and an orchestra played.

Among the guests present were Mesdames Tang Shao-yi, Sun Yat-sen, Y. S. Tsao and T. H. Lee, Dr. Wu Chao-chu, Mr. C. H. Wood, Mr. Sun Han-chang, Mr. Y. C. Tong, and Dr. C. S. Bock.

ORGANISATION EFFECTED BY RETURNED STUDENTS

Provisional Constitution Is Adopted At Conference In Session Here

The Chunghua Western Returned Students' National Federation was officially launched by representatives from Peking, Nanking, Hankow, Hangchow, Wuchang, Tungshan, Kiangsi, Fukien, Hongkong, Changsha and Shanghai in session here at the Y.M.C.A. yesterday. A provisional constitution was adopted and a set of provisional executives were elected.

Both the morning and afternoon sessions were interspersed with animated scenes with the radical element as the leading figures. The session in the afternoon was deadlocked for a considerable time, when the acting chairman, Wang Ta-wei, who was elected on account of the indisposition of chairman Y. S. Tsao, disagreed with the delegates and insisted that he should be allowed to vote on all matters even as chairman.

When pointed out by certain members that according to parliamentary rule, the chairman does not vote, but could cast the deciding vote in case the cons and pros are equalled, Wang tendered his resignation and left the chair. His resignation first was voted down. Then the meeting decided to withdraw its decision and accepted his resignation.

On the question of the nomination of a general secretary who is to be appointed by the Executive officers, Wang again dissented. He maintained that this was not in accordance with the provisional constitution with which the meeting had labored during the day and threatened to withdraw from the meeting. It was evident that the majority favored his withdrawal, but chairman Z. T. Ing, who succeeded Wang, acted the peacemaker.

Headquarters will be maintained in Shanghai and the following officers were elected:

President Mr. Tsai Yuen-pei; Vice-presidents, David Z. T. Yui and Wang Chung-hui; Secretary, W. S. Tsu and Treasurer, N. P. Chen. Mr. D. K. Lieu of Peking acted as secretary for the conference.

The name of Mr. Chien Chu, professor of Nanking University, was recommended by the meeting to the executive officers to be the paid general secretary of the National Federation.

The constitution of the federation calls for the publication of a monthly magazine to be distributed among the members of the federation without charge.

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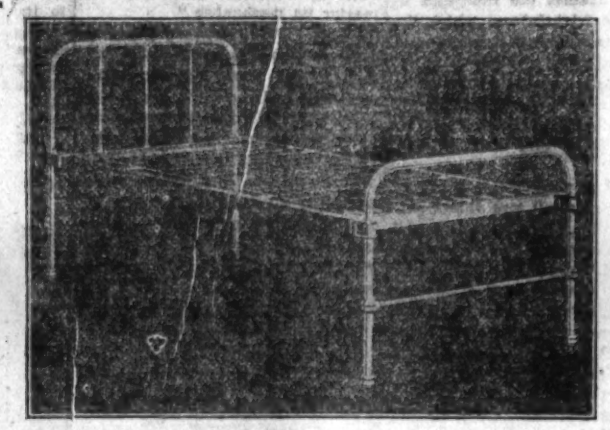

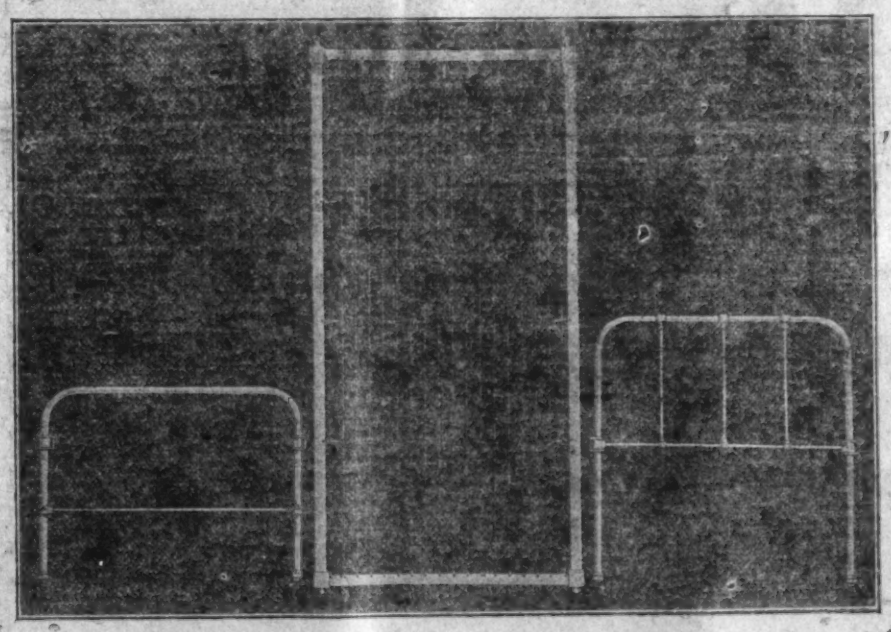

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Burning Glasses, A Fiendish War Device The British Admiralty Refused To Use

BY EDGAR STANTON MACLAY

Author Of A History Of The United States Navy, A History Of American Privateers, etc.

Now that the war against the Teutonic powers of Europe is ended, there can be no harm in revealing one of the secrets of the British Admiralty, namely, that it refused to employ a weapon of warfare more diabolical than the poisonous gas bombs or the liquid fire so unhesitatingly resorted to by the Germans. Time and again the British Admiralty was urged to use this weapon as a retaliatory measure against the campaign of submarine frightfulness which the enemy was so unconscionably waging against allied commerce; but to the everlasting credit of the Anglo-Saxon race be it recorded that the use of this weapon was firmly refused both by him and his associates.

At various periods this device of "burning glasses" was thoroughly examined by Admiralty experts and was pronounced a "terrible invention," and "too horrible for humanity." Its very conception "shocked humanity."

The secret of this invention has been jealously guarded in the vaults of the British Admiralty for more than a hundred years. From time to time it has been examined and tested and found to be too inhuman for Anglo-Saxon use. At one time five of the highest experts in the British Navy made a thorough test of the wicked machine. This board of experts consisted of the Duke of York as Commander in Chief of the British Army, Admiral Lord Keith and Exmouth, and the two Congreve brothers, whose family gave the name to the famous Congreve rocket. They reported that this infernal device would do all that was claimed for it, but that it would be "an affront to civilisation" to employ it.

Imagine the General Staff in Berlin rejecting a weapon of warfare on the ground of "inhumanity!" For years that body ransacked the corners of the earth in search of devices for slaughtering human beings, offering the highest market price for ideas or inventions that would further the diabolical enterprise, and hesitating at nothing to secure means to insure their dominance on sea and land.

Admiral Lord Dundonald, the inventor of "burning glasses," seems to have been justified in his claim that this weapon afforded "the infallible means of securing at one blow our maritime superiority and of thereafter maintaining it in perpetuity," that "no power on earth could stand against it, that it could be used by the weakest nations against the strongest, and that its construction was so simple that the most ignorant minds could readily master its mechanism."

Would Wilhelmstrasse have refused to employ a weapon that "no power on earth could stand against," and one that afforded "the infallible means of securing at one blow our maritime superiority and maintaining it in perpetuity!" A trait of the Anglo-Saxon race, in which all Americans glory, is that it scorned to resort to underhanded fighting and refused to employ burrowing, rodential methods so ruthlessly resorted to by the Germans in the late war.

What were "burning glasses?" They were prisms, mirrors and glasses so arranged on an enormous frame as to concentrate the rays of the sun at a point a mile or less away, with such effect that it would instantly kill any human being touched by it, explode any magazine of powder reached by it and set on fire any wooden structure or inflammable material that felt its scorching breath. It was more deadly than the gas bomb and more far-reaching in its effect than the German liquid fire. At a distance of a mile or even more, it would set fire to a town, and at closer range it would mow down a line of advancing troops faster and with more deadly effect than any type of machine gun employed in the late war. And, as its chief source of ammunition was the sun, the expense of its operation was reduced to a minimum—a feature that would have highly commended it to Wilhelmstrasse.

Like many another invention, these "burning glasses" were a growth or development of an ancient idea. The real "invention" part of it came when Admiral Lord Dundonald devised a means by which it could be employed effectively at sea as well as on land, by his invention of a "floating" frame which would accommodate the lenses to the rolling and pitching of the ship—thereby making its use practicable in naval engagements. And it was just in this line that it was urged that these "burning glasses" could be still further improved under modern mechanical arts so as to prove an effective weapon against German submarines. That Wilhelmstrasse, in its long and persistent search all over the world to discover new means of destroying human life and property, failed to reach this greatest war horror of all, shows how vigilantly the Admiralty guarded the secret.

That we may obtain a clearer idea of the capacity of this diabolical weapon of warfare it will be necessary to relate its inception. It is recorded in history that Archimedes, by devising a series of polished metal mirrors so arranged in a frame as to concentrate the rays of the sun at a given point, completely burned to ashes the Roman ships then besieging Syracuse. It is also of historic record that Procius, by a similar arrangement of metal mirrors (glass not then having been discovered) burned to the water's edge the galleys of Vatalian which were attacking Byzantium.

These two well-known historic illustrations of the power of the sun's rays focused at a given point were sufficient to incite later inventors to enlarge on the original idea, and, by the means of improved mechanical arts, vastly increase the range efficiency of this war weapon. Some time in the last century Kircher, by using only five mirrors in a frame, concentrated a degree of heat sufficient to ignite wood at a distance of 100 feet. He came to the conclusion that if this result could be obtained with only five mirrors of ordinary power the range distance could be increased almost indefinitely so long as a sufficient number of high-power mirrors could be accommodated and adjusted in the frame.

In order to demonstrate his theory he visited Syracuse and by actual measurements concluded that Archimedes, by using only a few low-power polished metal mirrors, had burned to ashes the Roman galleys attacking the city at a distance of 100 feet. The significance of this statement is clearer when we remember that in those days 100 feet was almost out of fighting range and that the Roman galleys, filled with men and having an abundance of water at hand with which to extinguish flames, were unable to save their craft shows how terribly swift was the conflagration caused by these primitive "burning glasses."

About the time Kircher made his experiments the scientist Buffon, following the same idea, constructed a frame containing 168 mirrors by means of which he set fire to the hardest wood at a distance of 165 feet. He then increased the number of mirrors to 400 and

(Continued on Page 13)

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Burning Glasses, A Fiendish War Device The British Admiralty Refused To Use

(Continued from Page 12)

readily melted lead and tin at a distance of fifty yards.

Even in this comparatively primitive stage of development we can readily upderstood what a "frightful" weapon of warfare these "burning glasses" could be in the hands of skillful operators. In Kircher's and Buffon's day metal had not entered so extensively into military and domestic construction. Wood was the material generally employed. It entered largely into the construction of houses, forts, and was employed exclusively in gun carriages. Even stone forts like Sebastopol had wooden "mantlets" or screens over their gun apertures with a view to excluding hostile shot.

With the low power of ordnance or smaller firearms in those days we can readily understand how these "burning glasses" could be encased in massive wooden breastworks, impenetrable to the shot of the periods, and, moved on wheels to a point where they could concentrate the sun rays on enemy gun carriages and other woodwork, instantly set it aflame, and by keeping the stream of "sunfire" on the point of conflagration prevent the foe from extinguishing the fire. Also we can understand how a few frames of these "burning glasses" could sweep along a line of attacking enemy troops, causing each man to drop dead as soon as the rays struck his face. If Buffon invented a series of mirrors that would concentrate sufficient sun rays to melt lead and tin at a distance of fifty yards, we can readily understand how suicidal it would have been for troops attacking a fort or breastworks to come within reach of the blistering breath of a dozen or more of these "burning glasses."

But it was in setting fire to villages, towns, and cities that these "diabolical burning glasses" were capable of performing their most hideous service. We shudder to think what the Turks, in their invasion of Europe, would have done if possessed of this terrible engine of death and destruction. As we have noted, owing to the low power of cannon and smaller firearms in those days, it would have been an easy matter to protect these "frames" with timber so as to be impervious to shot, and move them within operating distance of an enemy wooden structure and set fire to it—while the same stream of "sunfire" would have prevented the people from making any successful attempt to extinguish the flames. And we now know that the German military high command did not scruple to adopt any means for destruction of life and property which the Turks found available. With German thoroughness, we can readily believe that if they once got hold of the "burning glass" device, the Teutons would have developed it into a frightfulness that would have exceeded the horrors of their submarine campaign.

It was Admiral Thomas Cochrane, the tenth Earl of Dundonald, who improved on the devices of Kircher and Buffon so they could be employed effectively at sea. The essential feature of Lord Dundonald's invention was to so arrange the frames containing the mirrors as to counteract the rolling and pitching of the ship. On land, of course, this difficulty was eliminated, as the frames rested on terra firma. But at sea the action of the waves rendered it impossible for the swaying frames to concentrate the rays of the sun on any given point for a definite period. By an arrangement similar to that employed in "floating" the compass, so as to keep it level in spite of the rolling and pitching of the ship, Dundonald succeeded in devising "burning glasses" which could be effectively operated on the ocean.

We better appreciate the significance of this horror when we remember that in his day maritime construction was almost exclusively wood. Not only that, but this wood was so thoroughly saturated with oil and tar, so as to preserve it from the action of water and rot, as to be more inflammable than ordinary wood. Furthermore, the running and standing rigging of craft in those days was composed exclusively of hemp rope—also thoroughly saturated with oil and tar so as to be highly inflammable—so we can readily understand how horrible the work of these "burning glasses" could be in setting fire to an enemy ship.

Add to this vulnerability, the necessarily exposed heaps of powder and ammunition exposed on the open deck of a war craft in time of battle, we can appreciate the horrors this "terrible device" could create. In those days, fire was dreaded by navigators quite as much as hostile shot. So largely did the "demon fire" enter into the consideration of naval administration in those days that the first considerable history of the British Navy (a six-volume work by Captain Isaac Schomberg, published late in the eighteenth century) was entitled "A History of the English Navy and An Account of the Conflagrations in His Majesty's Warships and Dock Yards." And a substantial portion of this exhaustive work is devoted to the subject of fires in the British Navy.

Fortunately, so tremendous has been the development of modern warfare that the employment of "burning glasses" in future wars is impracticable. Present-day high-power, rapid-fire and long-range guns would smash any frame of "burning glasses" long before it could get into operating distance.

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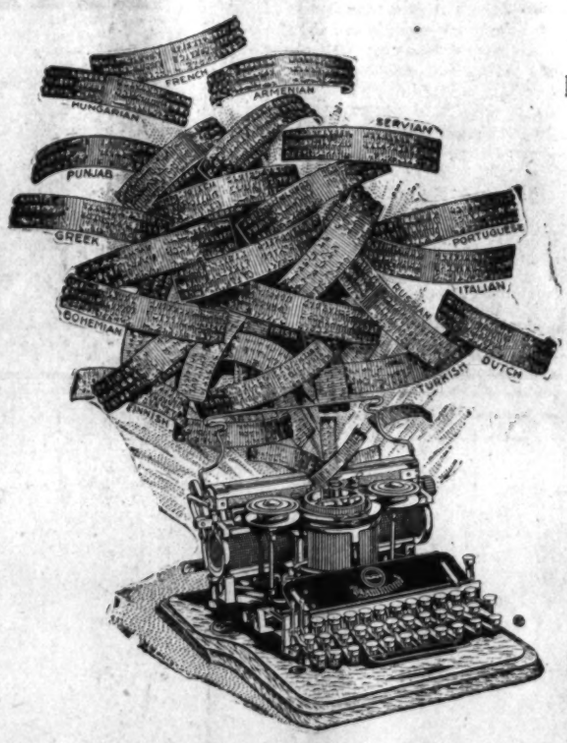

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Today's Church Services

Holy Trinity Cathedral.—Eleventh Sunday after Trinity. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon. Hymns 218, 271, 172. 6 p.m., Evensong and Sermon. Hymns 228, 285, 27.

St. Andrew's Church, Broadway.—10:30 a.m. Mattins and Sermon: Preacher: Rev. A. E. Seward, M.A.

Union Church.—11 a.m., Preacher: Rev. F. L. Hawks Pott, D.D. 6 p.m., Preacher: Rev. Frank Rawlinson, D.D.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows:—Morning at 11 a.m. by Rev. G. H. Seville, B.A. Evening at 6 p.m. by Rev. Charles Best.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Christ Jesus." Sunday School 10 a.m. Wednesday 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

The Dominion Of Ireland: A Liberal View

(London Nation)

THE state of Ireland makes for swift and sudden change. But never in all its history has change advanced so swiftly and suddenly as today. Six months ago all who opposed Irish self-government, and many of those who had formerly supported it, were united in the belief that there was no Irish question. Ireland was deemed to have finally forfeited all British sympathy by her refusal to accept conscription for the European war. Internally, the population was supposed to be hopelessly divided between warring factions of Sinn Fein and Nationalist. And when Irish factions are fighting each other, England is satisfied. When the Sinn Feiners swept the constituencies and returned a Party determined not to come over to the British Parliament she was more satisfied still. For the one argument which had convinced any Unionist opinion of the impossibility of permanently refusing Home Rule was the impossibility otherwise of getting rid of the Irish members from Westminister. So that the bean geste of the Irish Republicans fell exceedingly flat.

It would have fallen flat at any time. For as Parnell realised and demonstrated it is only when Ireland is disturbing England that England wants to do anything for Ireland. When Ireland does not disturb the machinery of British government, England convinces herself that Ireland is satisfied. But it fell flat especially when the world was in tumult, and empires and territories were falling like the fig-tree's untimely fruit. Silence and composure, a strong Government, prosperity and high prices, and plenty of British money for drainage and forests and houses would settle the Irish question for ever. Gradually the European commotion is dying down. The "Big Four" have departed each to its own place. And suddenly confronting them, disturbing now not the ragged edge of Europe amongst a dwindling people but all the theory of the new League of Nations and all the practical Government of America and the British Dominions—there is the Irish specter again, implacable, unappeasable by neglect or soft words. It is no phantom dream of an idealist, but a solid firm reality, and until satisfied, a permanent disturber of the Peace of the World.

It is there. And as time has proved her impotence to slay it, and adversity and wealth seem equally suitable to its growth, and wars and war's rumors leave it alike unmoved, there appears now to be a general agreement that "something must be done." Whether that agreement would have been so general had it been merely a matter of giving self-government to a small nation set on it, may be a matter for conjecture. The average Tory mind works well in compartments. Czecho-Slovakia and Jugo-Slavia may receive their national independence, and Poland split Prussia into two and extend a great arm towards Berlin, while Ireland—situate, as he would claim, at the very sea entrance of Britain—may go on being ruled by soldiers and as a conquered land. Only two things have effected a conversion. The one is the apprehension that for Britain to attempt to make any real position in the League of Nations with Ireland in a state of bludgeoned protest would be doomed to failure. Some ridicule has been cast upon the machinery of the League owing to the fact that any decision must be a decision come to unanimously by all but the affected parties. It is said that such a system makes any decision impossible. But there is one decision which would be come to unanimously by all the members of the League of Nations except the affected parties. That would be a decision to give self-government to Ireland. Gladstone gave the great challenge to the British people, when he attempted to overcome in a day the crime and foolishness of six centuries. In the famous peroration before the rejection of the first Home Rule Bill he invited his hearers to search throughout the civilised world for any nation which would approve of England's rule in Ireland, and he told them they would search in vain. That search would have exactly the same effect after thirty years of "resolute government" mitigated or aggravated by occasional doles.

And the second is the discovery made, one may hope, not too late, that the understanding with America in which is bound up all future progress and all hope of peace is doomed to shipwreck unless the Irish problem is solved and the Irish people satisfied. For long it was thought that this was merely a question of the political influence of the Irish politician beyond the Atlantic. It is now known to be something much larger. It is the demand of the American idealist beyond the Atlantic and the American idealist is the sound, hard business man who makes up the solid stuff of America. He has no belief in Britain's protestations of goodwill unaccompanied by action. He simply cannot understand Britain's fear of Ulster, as he has a score of Ulsters in his own United States. He cannot understand why Britain, like Pharaoh, even after plague upon plague, will not let the Irish people go. Today it is the universal testimony alike from Liberal and Tory, Democrat and Republican, that all Ireland stands between England and America, because all England stands between Ireland and the sun.

Only it is now quite clear that a settlement which would have been regarded as satisfying the claims of Ireland a generation or even a few years ago, would by no means prove a settlement today. And nothing but a settlement is any use at all. Between complete separation on the one hand and the rule of naked force on the other, there is more than one gradation. And some of those gradations were embodied in the various Home Rule Bills which have been presented to, or passed by, Parliament. Each represented a compromise. Each might have worked with goodwill on both sides. Each, without that goodwill, would have proved impossible. The present Home Rule Act, lies in limbo, suspended between earth and heaven. It is no criticism of its promoters to say that it never can, and never should, become law. Had the Tories accepted it on its appearance, it might have healed the hurt of Ireland and made for a permanent peace. They fought it passionately for three years. They fought it with conspiracy and organised rebellion. They fought it so recklessly that they established a precedent in "extra Parliamentary action" destined to have far-reaching consequences on their own comfort and fortune. Many, now enlightened, might be glad today to wipe out that page of history and to "compromise" the Irish question on the Liberal Home Rule Act. Today, the Irish question cannot be so "compromised." Those who were most deeply implicated in that conspiracy see most clearly the immediate need for a far more drastic revision. The proprietor of the chain of newspapers which were most vocal in support of the Ulster rebellion is today most active in supporting the "Dominion of Ireland."

And to the Dominion of Ireland, whether we like it or not, we have come. It is the only alternative to separation. Sir Horace Plunkett and his opinions have continually changed with the passing of the years. He has been a Unionist, a Federalist, a Devolutionist, a "Conventionalist," a Home Ruler. Undaunted by this advocacy of successive failures, he is today boldly entering the arena, and in the name of moderate opinion in Ireland advocates Dominion. The solution which saved Canada for the Empire nearly eighty years ago, and saved South Africa for the Empire scarcely more than ten years ago, is the only solution that can keep Ireland in any kind of sense within the Empire today. And it is the only solution which, within the boundaries of that nationality, can reconcile groups divided in sentiment and creed. No less divergence existed in these matters between Quebec and Ontario, or between Natal and the Transvaal than exists today between the Protestant part of Ulster and the rest of Ireland. But in these two great experiments, despite initial threats of revolution and resistance, with local self-government and inclusion within a

(Continued on Page 16)

Conversations With Roosevelt, From An Old Friend's Diary

A series of remarkable conversations with Colonel Roosevelt are contributed to McClure's Magazine by John J. Leary, a New York Correspondent. In these talks Mr. Leary relies for data not upon his memory, but upon his carefully kept diary. He tells us that Colonel Roosevelt was the most human man he ever met in all the years he has been meeting men in all walks of life. Some of his anecdotes follow.

ONE AFTERNOON in the trophy room in Oyster Bay some one asked the Colonel:

"Did you ever smoke?"

"There is where that story of my drinking started," he continued, not hearing the question or ignoring it.

"You see, when I would decline a cigar, saying I did not smoke, folks would often ask, in a joking way, 'What are your bad habits?' In the same spirit I would reply 'Prize-fighting and strong drink.'

"Now, it so happens that the Lord in His infinite wisdom elected to create some folk with whom it is never safe to joke—solemn asses who lack a sense of humor. I am very fond of that story of Sidney Smith's, who, playing with his children, stopped suddenly, saying: 'Children, we must now be serious—here comes a fool.' You know the kind he meant—those poor unfortunates who must take everything said to them literally.

"One of those to whom I made that remark said: 'Roosevelt, I hear, drinks hard.' The other fool replied, 'Yes, that's true. He told me so himself.'

"And so it went.

"However, the thing had its value. We're never too old to learn, and I learned to be careful with whom I cracked the simplest joke. Thank God, there are many you can joke with in safety. If we couldn't laugh once in a while, what a world this would be! It wouldn't be a world—it would be a madhouse."

"When a feller needs a friend," Colonel Roosevelt was ready.

"Better a boy you have to rescue from a police station because he whipped a cab driver or a 'cop' than a 'Miss Nancy,'" was his idea of the kind of a boy one should have.

His Views On Boys

This preference Colonel Roosevelt expressed to me one Sunday afternoon at Oyster Bay, following a question from him as to how my own boy was getting along.

"All right," I replied, "only a little too much football and swimming and not enough school work—almost too much boy."

"That's all right," he replied. "Don't let that worry you. Do you know you are fortunate in having a real boy? Some of the most splendid fellows I know have boys that if they were mine I'd want to choke them—pretty boys who know all of the latest tango steps and the small talk, and the latest things in socks and ties—tame cat mollycoddles, and their fathers real men and their mothers most excellent women! Throw-back, I suppose. I'd feel disgraced beyond redemption had I such boys.

"Mine, thank God, have been good boys, a bit mischievous at times, all of them, but every boy. Honestly, if I had to take my choice I'd rather have a boy that I'd have to go to the police station and bail out for beating a cab driver or a policeman than one of the mollycoddle type. He might worry me, but he wouldn't disgrace me."

"On another occasion when he asked about my boy," said Mr. Leary, "I replied that he was in a bit of trouble.

"He has had his first real bump," I said. "He flunked on his examinations and probably will fail to get promotion. Consequently he feels badly."

An Indulgent Father

"Now, see here," advised the Colonel, "just don't be severe with him. Tell him I said, as an indulgent grandparent, that it really is not such a serious thing. You just tell him that for me, and just make him feel more than ever that his father is his best friend and understands all about such things."

"I have wired him as much," I said.

"That's fine," said he. "You are on the right track. Sometimes we fathers do not realise how important such things may be, and we do not always do the right thing. We can become excited about something and chastise or severely lecture a boy and make him afraid of us, or we can sit down with him, man fashion, and reason the thing out. Sometimes, I grant you, chastisement is exactly what a boy needs. Then he should have it. But when a boy's in trouble, as your lad is, over something that really involves at most only carelessness, it often is a mistake to do anything more than point out to him what a foolish fellow he's been and try to plan out some way in which he, not you, can undo the mischief.

"In other words, every boy thinks his father is a pretty big man. One of mine told a teacher once his father was 'it.' That confidence is something no man can afford to lose, and if he can make his boy see that the thing to do is to go to his father with his troubles, he has a pretty good guarantee that the boy won't get into very serious messes. On the other hand, if the boy knows that he is going to get a dressing down every time his parent hears of some venial sin of omission or commission, boylike, he's going to try to conceal as much as he can. He will, however, get advice abroad if he does not get it at home, and he's mighty lucky if the kind he gets abroad is the kind he should have.

"Yes, sir, it's a mighty bad thing for a boy when he becomes afraid to go to his father with his troubles, and it's mighty bad for a father when he becomes so busy with other affairs that he has no time for the affairs of his children.

Know Your Son

"That," he concluded, "is the advice I'd give every father of a boy—get acquainted with him."

We are told that during the 1916 campaign Colonel Roosevelt had an attack of dry pleurisy which kept him away from church one Sunday. Late that afternoon I called and remarked that the boys thought it funny you did not go to church."

"Huh, they did, did they? Well, you just tell them that if they think pleurisy is a joke they'd better try it. I am just going to stay right in here the next four or five days. Anyway, so far as church is concerned, I just had the Reverend Talmage up to look me over.

"Speaking of church, you once told me you were heterodox. That's right, isn't it? Well, do you know, I think—I wonder if you recall one verse of Micah that I am very fond of—'to do justly and to love mercy and to walk humbly with thy God'—that to me is the essence of religion. To be just with all men, to be merciful to those to whom mercy should be shown, to realise that there are some things that must always remain a mystery to us, and when the time comes for us to enter the great blackness, to go smiling and unafraid.

"That is my religion, my faith. To me it sums up all the creed I need. It seems simple and easy, but there is more in that verse than in the involved rituals and confessions of faith of many creeds we know.

"To love justice, to be merciful, to appreciate that the great mysteries shall not be known to us, and so living face the beyond confident and without fear—that is life.

"That's too simple a creed for many of us, though. Perhaps it is as well that through more involved paths and mazes of theology the majority should seek the same result.

"I can quarrel with no man because of his religion."

Threat To Support Wilson

It is not known to many that, in 1915, Colonel Roosevelt threatened, in the event that certain contingencies became facts, to support President Wilson for re-election against the Republican nominee.

The threat was made at a luncheon given at the Harvard Club in December of that year to the late Robert J. Collier. Later, in explaining the famous Gary dinner to me, Colonel Roosevelt repeated the threat.

"And, by Godfrey, I mean it! If there's a mongrel platform adopted by the Republican convention, such as I dislike Wilson, I'll stump the country for him from one end to it to the other end. I won't ask his permission to do so, either.

"No platform and no man who swerves in the slightest degree from absolute loyalty to the greater Americanism can have my support. I will not be neutral if such a candidate is named or such a candidate nominated. There is no such thing as being neutral between right and wrong. Neutral, I do not care who the man is or who his friends are or who comes to me in his behalf, if such a candidate is named, I will fight him with every weapon at my command.

"But at neither place did I say anything to advance either my own candidacy or that of any other man. I am not interested in candidates. I am interested in principles. My sole interest at these two affairs was to try and arouse the American people to urge them and ultimately, through them, compel Congress to take the proper attitude on the question of Americanism and national preparedness. If you say that I am working not for a nomination, but as every American should work to secure the peace and prosperity of the United States, you will have hit the nail on the head.

"And don't overlook the fact that any Republican who seeks President Wilson's place by pandering to the hyphens will find that he is fighting Roosevelt as well as Wilson."

Far from being afraid of hecklers, Colonel Roosevelt rejoiced in them. Again and again in the 1916 campaign local leaders fearful he might offend somebody, would ask that he go slow lest hecklers disturb him.

Once a United States Senator asked that he confine his talk to the tariff.

"My dear Senator," said he, "you will pardon me for saying I will do nothing of the kind. I did not come here to talk tariff, the crowd did not come here to hear me talk tariff, and I'll be hanged if I do talk tariff. I'll talk what is in me."

"Jack," he called to me in much the same manner that a small boy would announce ice cream would be served at dinner, "did you hear that? The Senator here promises us that we'll have some hecklers tonight! Isn't that bully?"

There were hecklers that night—just two of them. Their efforts served to emphasise the Colonel's points, both giving him openings he was quick to take advantage of to the delight of his audience. On the way to the train I remarked that the dreaded questioners had not made much progress.

"Of course they did not," he replied. "They seldom if ever do. A man with an honest question has no terrors for a speaker who is honest himself. A dishonest heckler has no chance with an honest speaker.

"But if a man is sincere—he has nothing to fear. If he isn't sincere—he has no business speaking. In the long run sincerity must be the test of any public man."

Break With Taft

There never has been any formal explanation as to what caused the break between Colonel Roosevelt and Judge William H. Taft. Here is Colonel Roosevelt's explanation, made, my notebook tells me, at Sagamore Hill, April 8, 1916. It was made in the course of a discussion as to the possibility of a reconciliation which some mutual friends had taken upon themselves to try to arrange.

At the time, the Colonel did not venture an opinion as to whether they would get together, but he did seem anxious to make it clear that, whatever he may have thought about Taft's backers in 1912, he had no real feeling against Taft personally.

"The break in our relations," said he, "was due to no one thing, but to the cumulative effect of many things—the abandonment of everything my administration had stood for, and other things.

"Taft changed greatly between the time he was elected and the time he took office.

"The first friction came in the matter of his Cabinet. When he was nominated I went to him and asked whom he wished to have take his place as Secretary of War. I told him I considered it as much his appointment as mine, and that I would appoint no one not acceptable to him, though I had a good man in mind. I told him the man was Luke E. Wright.

"He said Wright was absolutely the man he would have chosen himself. Wright had been with him in the Philippines and was the man for the place.

"After he was elected he came to me and told me he wished to retain my Cabinet and would like to have me tell the members so. I realised at once that this was a rather delicate matter, believing he might and probably would change his mind later, and his wishes in November might not be his wishes in March; and I asked him if he really desired the message delivered.

"'How about Cortelyou?' I asked. 'Do you want him? You know he thought he was your rival.'

"He allowed this was so and that he would not want Cortelyou.

"'How about Bonaparte?' I asked.

"He agreed that he would wish another in the place, but he insisted that he wanted the others to stay, and on his definite insistence I delivered the message. More than that, those thus assured thanked Taft for the offer in my presence.

"Wright was among those so assured; in fact, the assurance that he was the joint choice of myself and Taft was, he said, the reason for his acceptance.

"By inauguration time, however, Mr. Taft had changed his mind, just as I had feared he would, and it made a great deal of feeling. Some had made very definite plans on the strength of his offer, renewing leases of houses and that sort of thing, and it was bad all around.

"That was the first bit of friction.

"In office, his militancy evaporated and he at once set about undoing all my administration had done. Conversation went by the board. Newell, of the Reclamation Service, had to quit and things went from bad to worse. They had reached such a pass when I got to Rome on my way home from Africa. I found Gifford Pinchot awaiting me. He wanted me to attack Taft then and there. Others were in the same mood.

"But I said, No, I wanted to do nothing to injure Mr. Taft or his administration.

"Thus things went, one thing after another, until finally the Rural Welfare Commission, one of the best things we had, was abandoned. That was the last straw. The break came on that, but it was not because of that. It was because of the many things of which that was the capstone, the climax. By the way, the government never even printed the report of that commission. We finally had it done at the expense of the Seattle Chamber of Commerce.

Many have asked the secret of Roosevelt's wonderful hold on the public and his ability to carry a crowd with him. Presumably the question will be discussed long after those who heard him have crossed the Great Divide and with as wide, if not as great, a difference of opinion as when he was in the flesh.

His own explanation may be given in one word: "Sincerity."

This, he maintained, was the real secret, though he admitted that other qualities in his speeches were contributing factors.

His Hold On Crowds

The discussion in which the Colonel declared himself on this point came one night when he and a party of three were returning to New York from a red-hot Roosevelt meeting—two meetings, in fact, one in a hall, the other outside.

It was precipitated by a remark by A. Leonard Smith, of The

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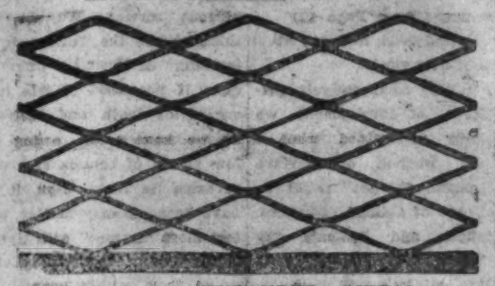
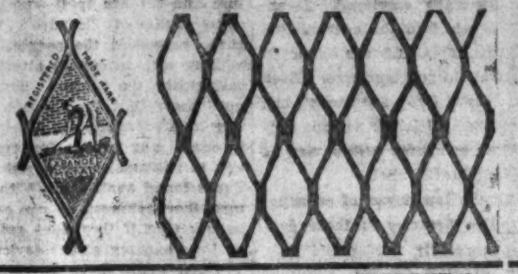
INENTEDD SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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US BOYS — Eaglebeak Will Persuade Shrimp Before He Is Through — By McNamara

YA CAN'T LICK ME, YA CAN'T!
NOW THEN FRIENDS IF YOU WILL GIVE ME A FEW HOURS TO MYSELF, I SHALL DRAFT THE BY LAWS OF OUR BASE BALL TEAM, THE DODGERS.
GEE WHIZZ, WHAT DO YOU THINK? WE'RE GONNA HAVE A TEAM THIS YEAR. AINT THAT SLICK?
HE CAN'T LICK ME HE CAN'T!
AW SHUT UP, DIDN'T HE DUMP YOU ON YOUR BEAN THE OTHER DAY, WHATCHA TALKIN' ABOUT?
HE DIDN'T DUMP ME AT ALL, AT ALL HE DIDN'T!
DON'T BE TRYIN' TA CRAWL OUTA IT, HE KNOCKED YOU COLD!
I NEVER SEEN SUCH A BOOB AS YOU I NEVER SEEN, I NEVER!
JUST CAUSE I FEEL LIKE STANDIN' ON MY HEAD WHEN HE DUMPS ME OVER HIS SHOULDER, YOU THINK HE'S A TOUGH GUY. OH MOMMER!
BY TOM McNAMARA
A7.

Love, Home and Table Topics By Clever Writers — **Daily Home Magazine Page** — *A Good Page to Read in the Leisure Hour*

Musical Matters

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

By R. B. Hurry

If it were necessary, we could draw up several programs consisting of modern songs. If we set out to select them on the classification of good and bad songs, we could make—what I think has almost never been done—several programs of very good modern songs; but most of the class of "successful" songs would be absent from those lists. In fact it would be a collection in which the names of the authors of what the publishers call "song successes" would scarcely appear. Song recitals, however, mostly consist, as far as modern composers are concerned, of nothing but these same "successes."

The impression made on the mind of a critic who had to listen to a recital of English song has led him to try to discover the qualities that make a song a success. The critic is the writer of the column on music in Truth, and his article is so much more effective than anything I could say, that I quote the greater part of it. The recital was "English song, from Elizabeth to the present day," given by Mr. John Coates.

"It was a sad thing to do to his contemporaries to sing their modern concoctions side by side with old English songs; but if Mr. Coates had not made a careful selection the result would have been sadder still, for unhappily the truth is that there has been a precipitous decline in English song since Elizabeth.

"When I was about fifteen I was given Kant's 'Critique of Pure Reason,' and on the fly-leaf was written 'A little knowledge is a dangerous thing.' I suppose we can put down the present appallingly low level of English song to 'a little knowledge.' There was, I believe, a book published some time ago entitled 'How to write a song' or 'How to earn money by writing songs' and for sixpence or a shilling the purchaser was presented with a number of recipes. How to write a sad song, a jolly song, a war song, a song about roses, or a song about turnips—any mortal song you could learn to write from this wonderful book; but only the amateur, the unsophisicated beginner in song-writing would trouble to buy a book on song-writing. The real song-writer does not need any knowledge at all either in his head or in a book on his shelves. He or she has only to write one song, somehow. Much the best plan is to steal the music from some long-dead composer and take the words from a Christmas card. Then select a popular title—some reference to a rose if possible."

"Your verse will probably run something like this:

I wandered by the river bank
The moon was in the sky
I sat upon the meadow dank
And watched my love go by.

(As a matter of fact, this is above the average) Now, then, you want a rose in it, so you strike out 'meadow' and substitute 'roses;' 'I sat upon the roses dank.' Now you call your song 'Roses' or 'I Sat Upon the Roses.' Very well. Now you go to a publisher. The publisher will say: 'It's not up to much, but we'll see what we can do.' Of course, if you've got any sense you will know it isn't up to much, but then if you had as much sense as all that you wouldn't be writing songs at all.

"The publisher will then say that the song lacks pathos, and if you are of the stuff of which successful song-writers are made you them say: "Yes, but we'll soon remedy that," and you delete 'my love go by' and substitute 'my loved one die:'

I sat upon the roses dank
And watched my loved one die.

"And then upon my honor I assure you that if you have stolen the right tune your fortune is made, and you will always see your name on that wonderful Saturday page of the Daily Telegraph."

"Everything is simple after your first success. Do not try to strike out new paths, but ring the changes on roses: "Cabbage Roses," "My Rose," "Our Rose," "Our dear Rose," "A Winter Rose," "June Rose," "A Rose in a Heart," "A Heart in a Rose," "My Heart and Your Rose," "Your Rose and My Heart." Roses in some form or other will last you all your life. And if I have exaggerated in the slightest degree in this account of how successful modern songs are written I'll eat my hat. But don't be surprised any longer that we have sunk so far below the song-writing of the spacious days of Elizabeth."

It seems a thousand pities that some recitalist has not the courage to choose his songs on the classification I first suggested, the good and bad songs. The successful songs, in any case, can look after themselves. We might have some of the others, if it is true that Mr. Coates made a "careful selection," as he undoubtedly did.

Conversations With Roosevelt, From An Old Friend's Diary

(Continued from Page 14)

New York Times, to the effect that the Colonel "certainly had that crowd."

"What seemed to get them?" asked the Colonel.

It was a question none in the party could answer, for the crowd, like most Roosevelt crowds, was enthusiastic from the start and one could not say that this, that or the other point had been the most effective. Smith ended this phase of the discussion by declaring the Colonel "always got the crowd."

"My observation," said he, "has been that the result is the same whatever you talk upon—you get the crowd just the same."

"What," asked the Colonel, "is the explanation? It certainly is not because I am an orator—for I am not. I haven't the voice to be an orator. What is it?"

Smith submitted, "Probably because your words always carry a punch," as his answer. Another in the group thought it might be because the Colonel "always had something to say."

"Isn't it because the crowd always knows I am sincere?" asked the Colonel. "I think it is. Otherwise—bah! (this with a wave of his hand). It surely must be that in the years I have been in public life folks have always found me sincere. Men do not always agree with me; in fact (this whimsically) many have been known to differ with me very seriously; but my worst enemies do not, I believe, question my sincerity. Men who do not know me may doubt my sincerity, but no one who knows me does. At bottom, I do not believe any of the 'old guard,' Bill Barnes included, would question my sincerity. They know better.

His Sincerity

"What you say about my having the punch is, perhaps, a factor; but my speeches would never get over if people did not believe I was sincere. An orator, which I am not, would get a crowd, but he could not hold them if he lacked sincerity, or if the people thought he did.

"We have all seen orators come and go, but none ever retained a hold on any perceptible part of the public who at least did not carry the impression of sincerity.

"I have never hesitated to say a thing because it might be unpopular any more than I have ever found it at all necessary to say things I did not believe merely because they might be popular. In the end, as Emerson says, truth, however unpleasant, is the safest travelling companion. I have never found it at all necessary to pussyfoot or indulge in pleasing sophistries to hold any crowd.

"On the other hand, I have never hesitated to tell folks unpleasant things I thought they should be told, any more than I have been afraid of 'hecklers.'"

Clashes With The Kaiser

It is not generally known that on at least three occasions—twice before the great war and once since—Colonel Roosevelt and the Kaiser clashed. The Venezuela incident is more or less widely known, largely through Mr. Thayer's excellent book. But the clash of wills at the time of Colonel Roosevelt's visit to Berlin and his refusal to take the Kaiser's part in 1914 are not at all well known.

"I clashed with the Kaiser directly the war broke out," the Colonel went on.

"Then I was called upon by a young member of the German Embassy staff in Washington—a count—I cannot recall his name now.

"'I am instructed by his majesty the Kaiser,' said he, 'to present his compliments to Colonel Roosevelt, to say to him that he has very pleasant recollections of his visit to Berlin and Potsdam and to say that he hopes Colonel Roosevelt will appreciate Germany's position and can be relied upon to see the justice of it.'

"'You will please present my compliments to his majesty the Kaiser,' I answered; 'say to him that I, too, have very pleasant recollections of my stay in Berlin and Potsdam and his many courtesies to me, his guest, but that I also have a lively recollection of courtesies extended to me by his majesty the King of the Belgians, whose guest I also was.'

"He clicked his heels together, saluted and left. I have not heard or him or the Kaiser since."

The Colonel told of the clash in Berlin en route for Boston one Sunday in 1916.

"It is," said he, "not generally known that I had a little friction with the Kaiser when I visited Germany.

"When I reached Berlin I found an invitation for Mr. Roosevelt to be the Kaiser's guest at Potsdam. Mrs. Roosevelt was travelling with me. I asked at the Embassy what the invitation meant—if it included her. When I found it did not I declined, and said I was stopping at the Embassy.

"The invitation was repeated. My answer was that Mrs. Roosevelt and I were to be the guests of the Embassy. I was travelling as any American gentleman might travel with his wife and I did not propose to go to any place where she would not be welcomed or could not go. The next day Colonel and Mrs. Roosevelt were invited. By maintaining my point I had made it."

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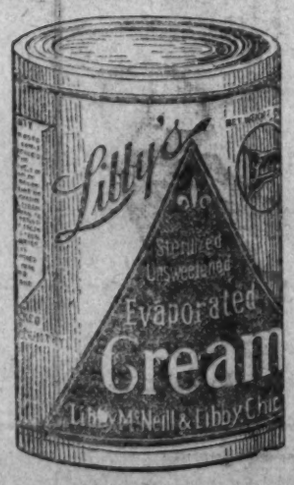

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No More 'Good Old-Fashioned Days;' World Must Be Reconstructed; Hard Days Are Ahead For U.S.

By Paul Hanna

"Try to make your readers realise that food in the United States is going to be very scarce and costly during the coming twelve months.

"Try to make them realise that every center of population will probably be a center of unemployment and industrial unrest during the coming winter.

"Give them to understand that politics and legislation have not produced this evil; that the world war did it, and that unselfish intelligence is required to cope with it."

Basil M. Manly, Joint Chairman of the National War Labor Board, was speaking. It took the big war two years and eight months to cross the Atlantic and scoop us in. The aftermath of the big war will make the hop in less than half that time, according to Mr. Manly. He is troubled by the specter of bread-lines and free soup kitchens next winter. How to keep these evils within bounds is what he talked about to me a few days before the War Labor Board bowed to peace and went out of business. He thinks the situation can be handled, if we make haste.

And if we don't make haste?

"Then the United States will become a very unpleasant place to live in," says Mr. Manly.

It sounds incredible. As extravagant as those early fears that the United States would be dragged into the world war. We are so prosperous and safe, it seems. Everybody has money and everybody is spending it. Nothing, in fact, appears so plentiful as money. Shoes and coal and meat, for example, seem harder to find.

"That is the key to our situation," explains Mr. Manly. "The world is starving for manufactured products no less than for food. And it turns to America for both kinds of necessities. But its first cry is for food. It must eat, even before it clothes itself, and long before it rebuilds its homes and factories. East-going Atlantic steamers will be heavy with American food cargoes for months to come. We will have to get on with what is left us, and compete in price-paying even for that."

One seeks comfort in the belief that our mills will be humming meantime with the manufacture of other commodities for famished Europe. But Chairman Manly can't see it that way. "We must face the facts," he urges. "Our industries are slowing down. Europe is buying very little here except food. She cannot afford more. Debts, disorganisation and the uncertain future over there have reduced their foreign expenditures to a minimum; to the purchase of food chiefly.

"Steel is the barometer of American industry. Today steel production is at only a little more than half the normal rate. This implies a corresponding reduction in all the metal trades. In every steel town the army of unemployed is growing fast. Their incomes have stopped, but the price of food continues to rise. The cushion of accumulated wages has helped to absorb the shock of this shakeup, but the last of these wages will soon be gone. And the price of food will not come down on that account.

"War is an elemental thing. So are its outstanding results. The land is basic; the farm remains when the factory has been wrecked. The American farmer will prosper this year and next. His countrymen and the foreign world will compete for his wheat and potatoes.

"But what of the city mechanic and his less skilled helpers?" asks Mr. Manly. "Their inflated market was punctured by the pen that signed the armistice. Uncle Sam has been cancelling war orders ever since the fighting stopped. Today we find the farmer going up and the town worker going down. Prices soar and employment sags. The crisis will come when every city has its workless army and its top-notch cost of food.

"Here we have the usual ingredients of trouble. American workmen are loyal and conservative, and their leaders are determined to find a basis for reasonable adjustment. These are times when people with large incomes should not rock the boat." Chairman Manly observes. "Many excellent persons run madly up and down with plans for educating the workers. Just now there is more need for education among the leisure class. Those who work for wages are contented with very little of this world's goods and pleasure. But my friends of the country clubs believe they may play golf and dance while Rome burns. They cannot understand that privilege has been weighed in the balance by war and found wanting. War has found our leisure class ready to die for America, but unready to live for America.

"In every country the masses gladly go hungry and die in battle or of privation, but only for a cause, when it seems to be necessary, and tactical victory. In these 'favored' industries the thought of the workers is turning to a share in shop management, the hours of work while they have faith in the good will and intelligence of their leaders. Revolutions come only when the cause has been served, when the necessity is past and leadership seems bankrupt or entirely absent.

"American workers are not exceptions to this rule. Save for inconsiderable minorities, they do not think in terms of revolt. They still have faith either in the soundness of society or in their organised power to correct injustice without recourse to violence. That is why I look to the next twelve months as a critical time in our history. We are coming to trial."

Not to the trial of labor, Mr. Manly suggests, but the trial of us who hold that America has both the bread and the brains to provide justice to every honest and industrious resident. And Mr. Manly does not contend that "justice" implies abundance for all during the hard months ahead. Disaster impends in America only if we insist that one class—the workers—shall be put on short rations while the others enjoy plenty.

"What are the signs that labor will insist upon fundamental measures in the interest of fair play?" I asked Mr Manly.

"Consider the steel industry," he replied. "One-third of the workers have been laid off there. Labor demands that the work day shall likewise be reduced by one-third; from twelve hours to eight hours. That would give jobs to all who have been discharged.

"The American Federation of Labor, in annual convention, has just gone on record in favor of an actual eight-hour day, with a Saturday half-holiday. And it will support the movement for a six-hour day in industries where economic power and physical conditions bring it within reach. The progressively shorter day appeals to the wage earner as economically sound and socially necessary. It absorbs the unemployed. It frees the worker for enjoyment of all those studies and recreations which are impossible without leisure.

"So-called educational propaganda which ignores two fundamental factors of the present situation only serves to confuse the public and prevent real preparedness for the crisis. On the one hand we have industries that are slowing down and creating widespread unemployment. On the other we have organised labor united to resist wage reductions and demanding shorter work hours to absorb the unemployed and the returning soldier. Discussion which evades these factors is worthless.

"Only in those industries which are clearly underpaid is the struggle primarily for higher wages. In the more favored trades the workers are not at present demanding more; they are trying to hold what they have and convert their strategic advantage into an immediate and the cultural advantages of leisure. Thus it happens that the end of a great war for democracy finds labor possessed of a positive zeal for these things. There is a collision between this zeal and the plans of some employers.

"It is the same all over the world, with Great Britain taking the lead in finding a peaceful solution. In England, when the industrial situation had reached a crisis, the Government called an industrial congress into being. In that congress organised workers, organised employers and financiers met for the first time to discuss national problems. Partly as a consequence of that congress the British employer knows that the old order of industry is dead and cannot be revived. He is thinking and acting in the new terms of industrial democracy. In the meantime, Americans, who are still living in the days of special privilege, are trying to restore the pre-war status, or at the least to delay the transition from privilege to democracy.

"Private ownership has actually been put on trial in England, with the Government acting as judge," Mr. Manly continued. "And a verdict of 'guilty' has been rendered in the case of the coal mines. Here in America we have a mine question and a railway question and others like them. But in the United States we have neither facts nor sound opinion with reference either to mines or railroads."

Senator Poindexter's resolution directing the President to call an industrial Congress somewhat after the British model was mentioned at this point.

"I am not responsible for the wording or the names of men contained in Senator Poindexter's resolution," Mr. Manly explained, "but the general idea is one that I have favored for a long time. Such a congress should spring from the conscious need of the employers and workers, from their spontaneous desire to reach the necessary fresh understandings. I would not have the delegates appointed by the President. They should be selected by the bodies they are to represent. A body seeking to advance democracy should be democratic in its own origin."

An American industrial congress would not legislate, except perhaps as the National War Labor Board legislated when it adopted a set of principles to govern the relations of capital and labor during the war. Chief among that list of principles were the right to collective bargaining and the payment of a wage sufficient to support a workman and his family "in health and reasonable comfort." The police power of the country was never available to enforce those principles, but they were imbedded in the consciousness of millions of wage earners and thousands of employers. They became a part of that vague but invaluable thing which we call "the American standard." They helped win the war.

Now there is a peace to be won.

"We must have a new set of industrial principles," says Chairman Manly. "They must conform to the new era of industrial democracy which is about to be born. The birth will be painful only if we try to prevent it. The industrial congress I have in mind will be a meeting at which workers and employers may discuss the partnership of profits and management which must be accepted to insure national peace and safety.

"There are not going to be any 'good old days.' We must go forward or go to smash. Labor is ready to make the step, and I think American employers will be when they see how the wind is blowing. But the case is urgent. We cannot take a few years to think it over. We have had a long time to think; now we must act. Admittedly, labor is restless. Generally speaking it is American labor; we have had very few immigrants these past five years, and the migration of labor is today away from our shores. We cannot cow independent workers by importing aliens to take their places. The issue is very clear and we must meet it."

Chairman Manly was silent for a moment, then summarised his thought in blunt terms.

"The real question is whether we are going to settle this fundamental issue on the industrial battlefield or around a council table. Any one who thinks we can muddle through the next twelve months without a fundamental change in our industrial system is riding for a fall. . . . I prefer a conference not only because it is constructive, but because industrial strife is the most costly form of warfare ever conceived. Both parties are sure to lose and there can be no winner."

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The Dominion Of Ireland

(Continued from Page 14)

national Assembly, these great new nations are developing in amity beyond the sea. Let this great old nation be given a chance to develop in amity nearer home.

Until a few years ago, the world-wide assertion was that England could not afford to allow Ireland her independent national life out of consideration for her own perilous military position. When we were quarrelling with France, Ireland was to be made an outpost for France. When we were quarrelling with Germany, Ireland was to be made an outpost for Germany. Today, France is in alliance with us; Germany is destroyed. And Ireland must be satisfied if a real League of Nations is to prevent all future wars. We have publicly fallen back in the face of the world on a second line of defense, that we will gladly enact any settlement for Ireland on which all Irishmen are agreed. Ulster might disagree with Dominion settlement even if given provincial autonomy with control of all its local interests, but given that local autonomy, it would find no sympathy in a protest in any corner of the world against inclusion in the larger Dominion of the people to which it belongs. Here, undoubtedly, would be a settlement approved by all friends of this country as well as those who distrust us, not only as the generous but as the right thing. Why should we not for once in Ireland, as elsewhere, do the right thing—ourselves?

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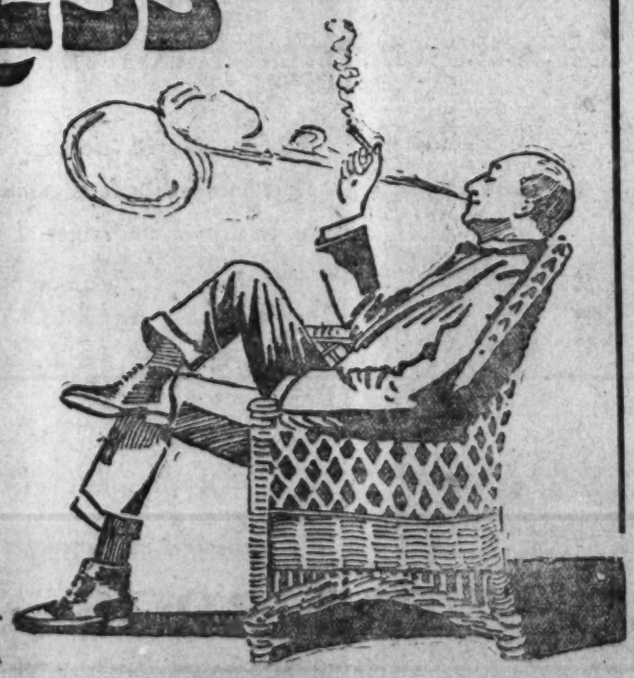

Effect Of First Month Of Prohibition

Less Crime Is Only Unmistakable Result, Other Factors Being Variable, According To New York Paper's Review

(*New York Tribune*)

New York, August 1.—There was a considerable increase in the number of marriage licenses issued last month over the number issued in July, 1918. The increase is not believed to have any connection with prohibition, however, any more than has a similar increase which has occurred in the number of divorce actions filed.

National prohibition has been on the statute books for a month. For thirty-one days it has been an offence against the law to sell the intoxicants upon which prohibitionists placed the blame for poverty stricken homes, crimes and scanty savings accounts.

There has been less crime. The records of the Police Department and of some of the larger detective agencies show a decrease of 15 percent in crimes of all kinds, as compared with July, 1918. The decrease is said to be particularly noticeable in crimes of violence.

Arrests for intoxication are fewer. In July, 1918, the daily average for this offence was twenty-four. In July, 1919, it was fourteen. Unofficially, however, little change in the number of drunken men was noticed in districts where the evil was common. The Salvation Army Hotel at 225 Bowery reported no change in the number of "drunks" that had to be ejected, the only apparent result of prohibition being a growing resentment on the part of modefate drinkers. At Union Settlement, 237 East 104th Street, it was said that only one saloon in the vicinity had closed and there was no evidence of improved conditions.

Parents Not Improved

An officer of the Society for the Prevention of Cruelty to Children said complaints of parents who were habitually under the influence of liquor came in as regularly as ever. From two to five such complaints a day were received throughout July, it was said, which was about the number previously received.

The effect of prohibition has not been felt in increased business by the proprietors of small drygoods stores in upper Manhattan and The Bronx, whose neighborhood shops might be expected to be the first to benefit from any increase in domestic cash reserves. Officers of savings banks said prohibition had not increased the number or amount of deposits.

Even the dealers in soft drinks, candy and ice cream, whose business, it was thought, would react immediately and favorably to prohibition, were unanimous in declaring that prohibition had not affected their sales in the least.

Dr. Royal S. Copeland, Health Commissioner, said some drug addicts, in filling out their registration cards, admitted they had been alcoholics, and he thought he could see an appreciable increase in the demand for habit-forming drugs as the result of prohibition. Physicians in private practice have noticed no such tendency, however.

Sixth Less Crime In N. Y. Since July 1

Since the advent of prohibition July 1, crimes of all kinds have decreased about 15 percent and drunkenness has dropped from an average of twenty-four arrests a day of last year to fourteen a day. These figures were obtained yesterday from records of the police department and detective agencies.

The greatest number of arrests for intoxication in one day following July 1 was twenty-one, while the largest number for July of last year was twenty-eight. The police records show 343 arrests for the first twenty-four days of prohibition, with an approximate total of 440 for the month, as compared with 585 cases for the corresponding period last year. The decrease becomes more appreciable when comparison is made with other months of 1918, the records showing 586 cases for August, 785 for September, 728 for October, 829 for November and 795 for December, with an average of twenty-four a day.

Crimes 15 Percent Less

While the police could give no detailed figures of the effect of prohibition on crimes, it was the general opinion among officials and heads of detective agencies that there has been a drop of at least 15 percent in the number of cases reported. If the average daily decrease continues, as they believe it will, they expect a further drop of 50 percent within six months.

The decrease, they pointed out, affected for the most part major cases such as homicide and rape, and has considerably lessened the number of wifebeaters and pickpockets.

Harry Dougherty, of the Dougherty Detective Bureau, said yesterday that at Coney Island, where they were formerly called upon to arrest fifteen drunken men on a Saturday night, they now arrest one or two, while very few of the pickpockets, who usually could be seen, are now about the place.

"We are having greater difficulty, however," said Dougherty, "in apprehending certain classes of criminals whom we could usually catch around saloons. If they are taking to drugs, as we have reason to believe they are, they develop a certain cunning and sharpness that makes their capture more difficult than heretofore. The arrests we are making now include drug addicts rather than those given to drink. From my own observation, however, we have heretofore had to deal mostly with drinking criminals.

"We shall, probably, from now on, have to deal with types growing out of their environment and breeding, or with illiterates who have not received sufficient mental training to enable them to compete for a living with the average person. In view of the proportion of criminals in this class I would be safe in predicting a fall in crime generally of about 50 percent in the next six or seven months."

Val O'Farrell, of the agency of that name, also reported a drop of 15 percent from the usual number of criminal cases which his agency has been called upon to investigate. He said, however, that many criminals, especially among women, who were previously addicted to drink are now resorting to other stimulants, such as drugs and colognes.

Call For Narcotics Increases Slightly

The first month of prohibition has produced a slight increase in the demand for narcotics. This is chiefly noticeable among the addicts for whom the city is caring at the clinic on Worth Street. Physicians with private practices agree that within their knowledge persons addicted to drink have not shown any particular inclination to turn toward drugs as a substitute. But Dr. Royal S. Copeland, Health Commissioner, who is looking after several thousand fairly representative addicts, said yesterday he believed there was an appreciable augmentation of the craving for drugs as a result of the withdrawal of liquor from the market.

"We are having a repetition of what happened in the Southern states when prohibition was first introduced there," he said. "Numbers of heavy drinkers immediately started to still their craving for stimulation by taking to heroin and morphine. Medical authorities are for the most part agreed that this is inevitable.

"A month is a short period to judge by, but we have had several new patients who stated in filling in their registration cards that they previously were alcoholics. I would not go so far as to say the difference is conspicuous yet, but I believe it will become more and more noticeable as time goes on."

No Increase In Addicts

Dr. R. R. Tinkler, head of the Oppenheimer Institute for Inebriates and Drug Addicts, said at present the majority of his patients are inebriates and that the number of drug addict patients has not increased within the last month.

"We quite expect the effects of prohibition will be noticeable in this direction before long, though," said Dr. Tinkler. We find many of the addicts who come here in the ordinary course of events have been alcoholics who have begun to use narcotics for additional stimulation. With alcohol withdrawn altogether the systems of such as these will demand greater quantities of drugs."

Dr. Henry Reiss said it was his impression that instead of turning to drugs the alcoholics would be more likely to make an effort to get liquor through illicit means. He had not noticed any tendency among patients to turn from drink to drugs.

The psychopathic department at Bellevue Hospital reported that prohibition had had no appreciable effect on its activities one way or the other.

A canvass made among twenty-five representative physicians and surgeons throughout the city revealed that only one physician prescribed whiskey for a patient during the first month of prohibition. He was Dr. A. L. Barrett, of Fordham, and his patient was an old woman sufficiently indisposed to justify the measure.

Little Liquor Prescribed

"I know there are many hard drinkers in this section," said Dr. Barrett, "but this is the only time I have been called upon to prescribe liquor."

"I haven't prescribed a drop of liquor during the month," said Dr. William Colin, of The Bronx. "But this is not the time of year when it is absolutely necessary. I wouldn't want to be without it through the winter, when pneumonia is prevalent. I have 2,000 people dependent on me for medical assistance and I dread the thought of not being able to prescribe whiskey for some of them in the cold weather."

Dr. William Y. Finch, of Brooklyn said: "It seems strange, but I haven't been called upon to prescribe even blackberry brandy. I suppose my patients must have a supply in their homes. I certainly don't think Brooklyn is bone dry. The lack of calls for prescriptions for either brandy or whiskey seems unnatural."

"People don't need physicians to prescribe for them," declared Dr. Joseph W. Babcock, of 305 East 120th Street. "I think they are getting all they want without prescriptions. I have 2,500 people coming to me for treatment, and I haven't had to prescribe an ounce of liquor during July."

Dry Era Has Not Aided Soda Sales

A survey among mineral water, carbonic gas, candy and ice cream soda selling concerns yesterday disclosed an almost unanimous opinion that the coming of prohibition had little or no apparent effect on their business.

Those questioned said it was too early to be able to tell just what effect prohibition was having and that even if an increase in sales could be discerned it was probably due to the hot weather.

At the officers of C. B. Seeley, Inc., at 319 West Fifteenth Street, it was said that no increase in sales had been noticed. The sales for June, before prohibition went into effect, were 80,000 bottles, and an equal number was sold during the month of July.

F. W. Joseph, sales manager of the Liquid Carbonic Company, 624 First Avenue, said: "There can be no question that prohibition helped materially and will continue to help gain a steady increase in the sale of our commodity. But it must not be forgotten that the hot weather, too, has a great deal to do with any increase of sales. I do not think that it can be said the increase has been extraordinary since the coming of prohibition."

Candy manufacturers and ice cream soda establishments were equally doubtful about the effect that prohibition was having.

Leon Loft, of Loft's, at Broome and Center streets, said: "There has been no great increase in our sales since prohibition, or ice cream sodas, for people are buying candy because of prohibition or ice cream sodas, for that matter. On hot days we sell more sodas and on cool days we sell more candy."

William A. Simon, of the Mirror Company, 431 Hudson Street: "We

(Continued on Page 18)

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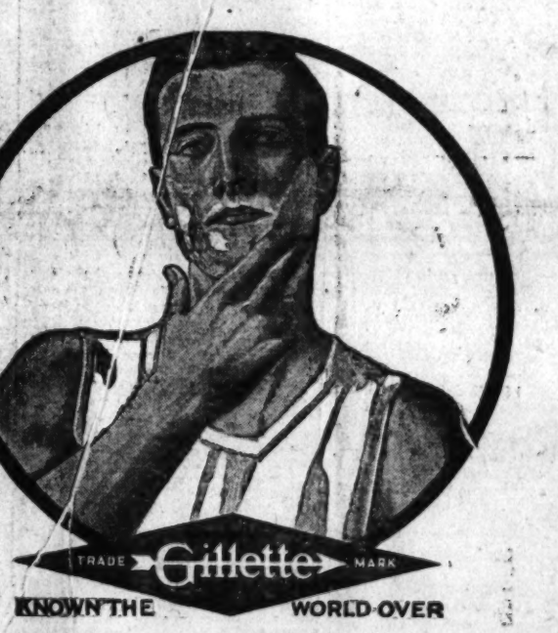

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Effect Of First Month Of Prohibition

(Continued from Page 17)

never took much stock in the theory that prohibition would have any effect on our business, and I think I can say offhand that prohibition has not increased our sales. We must increase them ourselves."

At Huyler's, 136 East Eighteenth Street, it was said that no increase due to prohibition had been noticed.

Rents Easier, Say Real Estate Men

West Side real estate men, from Thirty-fourth to Fifty-ninth streets, found it difficult yesterday to describe the effects of the first month of prohibition because, in their opinion, there is no prohibition in the district. They were unanimous in saying that all varieties of liquor are being sold openly in the saloons and family liquor stores which dot the neighborhood.

B. J. Foss, of 495 Ninth Avenue, said people are spending as much for liquor as they were previous to July 1, but were drinking less, because of the greatly increased cost. Tenants are paying their rent more promptly, he said, but this is due rather to good economic conditions and higher wages than because prohibition is helping them to save money. During July several saloons were closed and Mr. Foss found better paying tenants, who are proving more satisfactory than the former occupants, he said. One saloon corner was taken over by a butcher, another was transformed into a milliner's shop and a third has become a five, nine and nineteen cent store.

Many Italians are leaving because they want to be sure of obtaining beer and wine in the future, Mr. Foss said.

John J. Hoeckh, of 656 Ninth Avenue, and Chris Schierloh of 776 Ninth Avenue, agreed with Mr. Foss that rents are coming in better, not on account of prohibition, but on account of the good times which exist. Both men think it will not be difficult to rent saloon corners if they become empty gradually, but there may be some delay in securing new tenants if they are all closed at once.

"Prohibition, such as it is," said Mr. Schierloh, "hasn't harmed the real estate men in this district and will prove a real benefit to them as time goes on."

Six out of every ten tenants dispossessed previously, Mr. Schierloh explained, were dispossessed because they spent their rent money on drink. Tenants are still being dispossessed for the same reason, he said, but he looks for the number to decrease as enforcement of prohibition becomes more rigid.

Social Effects Of Prohibition Slight

Prohibition has caused no change in the habits of the public, as observed by social workers and settlement house experts of New York. About the same number of intoxicated persons come to their notice as before prohibition went into effect, and about the same amount of intoxicating liquor seems to be sold in the tenement house districts, according to those interviewed yesterday.

W. Carter, of the Salvation Army Hotel, 225 Bowery, said:

"We have to put out just as many men under the influence of liquor as ever before. I put out three this morning. This hotel is run for decent, hard-working men, and they object to the presence of disorderly characters. Most of them who come here regularly drink a little, but they do it with discretion. They are very indignant with the government for forbidding their reasonable indulgence in beer.

'Last Spree' Still Continues

"The Bowery has seen a great deal of drunkenness since the coming of prohibition, due to the fact that men who had reformed felt they must have one last spree, and they overdid it and have been drinking heavily ever since. This state of affairs will not last, of course. In six months or a year we may see some very definite results, but you can't shut down the business in a great city like New York in one month.

"Another reason for the large amount of drunkenness this summer, in spite of the high cost of intoxicants, is that the men have too much money. Wages are high, and the men down here are not accustomed to spending much money on clothes and the refinements of life. When they have big wages they spend it on having a good time. The 2.75 stuff does not interest them much, but they have no difficulty in obtaining the 'real stuff.'"

Miss Sparks, worker in the Union Settlement House at 237 East 104th Street, said:

"Only one saloon in this neighborhood has closed since the coming of prohibition. In the others no whiskey is sold, but strong wines take its place and just as much beer as ever is sold. We notice no difference in the behavior of the people.

Survey Is Unsatisfactory

"Recently we made a survey of a typical block, to ascertain what amount of drunkenness existed. We got no definite results, however, as it was a delicate question and we had to infer a great deal. All we could ask about a man was 'Is he a good father?' and then wait hopefully for the answer trusting that some details as to his habits would be vouchsafed. Naturally, the results were rather vague, and we are unwilling to publish the figures.

Vincent T. Pisarri of the Society for the Prevention of Cruelty to Children, said:

"There have been just as many complaints to the effect that parents are 'drunk from morning until night,' and that children are in need of the care of our society. The number of these cases is from two to five each day, and we have noticed no difference at all since prohibition went into effect. We are very much surprised and have commented on this circumstance many times. The people seem to be able to get drink just as easily as before, or else this 2.75 stuff is much more potent than the prohibition experts imagine."

Dry Wave Boosts Theater Receipts

One month of prohibition has added thousands to the patrons of New York's amusement places. The usual decline in theater attendance looked for at the beginning of July has completely reversed itself, and not only are the shows playing to capacity houses, but producers are booking elaborate productions at earlier dates for the coming season than ever before.

Moving picture houses have shared in the general prosperity and the decline of the saloon has diverted dimes to taxicab. These are reorganising themselves in the life of Manhattan, according to those interested in the dividends.

The cabaret has been a heavy sufferer. People are dancing more, while thousands have taken some comfort in getting a skate on at roller rinks which usually close during summer.

Picture Houses Benefit

Tarkington Baker, general manager of the Universal Film Manufacturing Company, distributers of moving pictures to almost every town in the United States, said:

"There is little doubt that prohibition has been a great help to the theater business. Moving picture houses, in New York and throughout the country have been benefited. Coming at a time when managers expect a decline in box office receipts, the dry law has seemed to increase attendance."

Jack Eaton, managing director of the Strand Theater, said:

"There has been a marked increase in attendance this month. It's up to the theaters now to supply the 'pep' that has gone out with drinking. I don't mean the theaters should substitute the thrill and the jazz of the cabaret, but on them rests the obligation of real entertainment that will hold the public."

Morris Gest, proprietor of the Century Theater and the Century Grove, and a member of the Theater Managers' Protective Association, said the last month has seen unusually high records in the amusement business. Mr. Gest said "rain always helps theaters; it drives people off the streets; that's one kind of dampness that is helpful. As for the dry laws it remains to be seen."

Klaw and Erlanger's view of the theatrical future was just as rosy as the others. Agents out on the road with shows have reported greater attendance on all bookings, and the summer engagements were drawing mid-season houses, they said.

Cabaret Feels Change

The cabaret is the only loyal friend that went down with liquor. Most of the Broadway palaces that glittered with the names of alluring dancers and pony ballets have dropped the revues and are struggling along with a dance orchestra and a high priced bill of fare, with short, kickless drinks at long prices.

Thomas Healy, veteran cabaret king, said yesterday he was satisfied. Mr. Healy has one of the few successful cabarets at Sixty-sixth Street and Columbus Avenue, and denied that prohibition had hurt the establishment. "When you have run a place for twenty years, like I have here, you don't have to worry about prohibition," Mr. Healy said. But most of the smaller places have absolutely abandoned the cabaret and the revue.

Another gift from the expiring demon is a brand-new set of sleeping and rising hours for New York, according to Nat D. Jacoby, vice-president of the Black and White Taxicab Company.

"There is less night riding; that is, fewer calls between 12 o'clock and 2 a.m., and the receipts have registered a slight decrease. I think it is due to a reorganisation of the schedule, which will gradually adjust itself to different hours."

Stores Report No Effect On Trade

Small drygoods stores in uptown Manhattan and The Bronx report enforcement of the war-time prohibition act has resulted in no increase of business for them. Here are the opinions of a few scattered dealers:

Morris Weiss, 30 Amsterdam Avenue—Prohibition has had no effect on my business. If it is prolonged it may have a bad effect by driving many people out of work.

Popular Dry Goods Company, 1150 Broadway—We have not noticed any appreciable difference since prohibition became effective.

D. Strauss Dry Goods Company, 1484 First Avenue—If prohibition were properly enforced it might make a difference to our business, but as it is there has been no difference.

Belmont Dry Goods Company, 652 East 187th Street—Business is about the same. We are in the off season now, many of our customers being away. It is hard to say what will happen next fall.

J. C. Davis, 2491 Webster Avenue—Our gross business has dropped rather than increased since prohibition went into effect.

J. Furth, 930 Amsterdam Avenue—It has had no noticeable effect on our business.

Drouth Creates No Boost In Savings

The first month of prohibition has had no effect on savings deposits, it was said yesterday by officers of savings banks. There was a considerable increase in deposits early in the month, they said, which was offset by withdrawals toward the end of the month.

Even the temporary boost of deposits, the savings bank men were convinced, had no connection with the advent of prohibition. Deposits began to draw interest from July 10, they pointed out, and it was only natural for depositors to bank early in the month all the money they could spare.

The second Victory Loan payment which fell due early in July was responsible for some of the withdrawals during the month, bank officers thought. The others could be accounted for, they said, in normal fashion, being either the measure of depositors' superoptimism or the price of unforeseen necessities.

"Sixth months of real prohibition might tell a different story," was the opinion of one man, "but a month's drouth scarcely would be reflected in savings accounts."

Marriage And Divorce Both Show July Boom

Marriage license figures for July show a large increase over the figures of July, 1918. Although prohibition is assigned by some as a reason for the advance in the number of marriages Chief Clerk Scully, in charge of the Marrage License Bureau, scouted this theory yesterday.

"I honestly believe," said Mr. Scully, "that prohibition has nothing to do with it. The war and various everyday reasons account for the increase."

Manhattan shows the largest numerical advance in the number of licenses issued, but the Borough of Richmond shows the greatest percentage of increase. The latter issued more than 40 percent more licenses in July, 1919, than in July 1918.

The Borough of Manhattan issued 3,149 licenses this July, 541 more than in the corresponding month of last year. Brooklyn shows an increase of 289, the figures being 1,532 for this year and 1,263 for last. In The Bronx the number jumped from 439 to 551, while in Queens and Richmond the increases were 84 and 28 respectively, from 234 to 318 in the former and from 64 to 92 in the latter.

Actions for divorce filed in the office of the County Clerk also show an advance this July. Forty-seven actions were filed in July last year, against 71 this year. In July, 1918, complaint was brought by the woman in twenty-six cases, while in July this year forty-seven actions for divorce were filed by women.

A RIFLEMAN'S RECORD

And Why He Was Able To "Carry On"

Wounded three times, gassed, blown up in a trench, and kept a prisoner of war for a brief period, is the record of Rfln. E. T. Hoyland, whose home is at 18, Woodcote Place, W. Norwood, London.

"The continual strain eventually told on me," said Rfln. Hoyland, "and I had a nervous breakdown. I became irritable, easily startled and subject to severe headaches.

"I was listless and scarcely able to get about. My nerves seemed completely shattered and I felt a wreck.

"While I was at a base hospital a friend recommended me to try Dr. Williams' pink pills, and I did so.

"A few days after commencing the pills I began to feel better. First of all there was an improvement in my appetite. Then my nerves gradually got steadier, and the headaches left me. I became brighter and had more energy.

"I made such good progress while taking Dr. Williams' pink pills that at the end of six weeks I was able to rejoin my regiment, the 6th Battalion Rifle Brigade.

"I wrote home to tell my mother of my cure, and at my request she regularly sent me out Dr. Williams' pink pills. I found that they kept me absolutely fit, and I never hesitate to recommend them."

To overcome the miseries that arise from nerve troubles begin Dr. Williams' pink pills now. Go to any dealer for a supply, and say you want Dr. Williams' so as to avoid substitutes.

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CANADA IS TAKING NEW POSITION IN THE WORLD

With Own Ambassador At Washington, People Are Wondering What Will Happen Next

Toronto, July 26.—Anxiety over Canada's claims to more complete self-government is from time to time expressed in England. Recently questions were asked at Westminster concerning the significance of the proposed Canadian Ambassadorship at Washington. Bonar Law, who replied, conveyed little comfort to the anxious ones, for what he said in polite phrase might be translated into this:

"It is none of England's business what Canada proposes to do in the matter."

The only way England could come into the discussion, he said, was on the issue of whether she would let Canada do what Canada wanted or not, and that, he intimated, was not in his view a discussable question.

There is, however, much mystery as to the goal Canada is headed for. Only at rare intervals does any British or Dominion stateman make any public reference to the Imperial problem, and then it is generally in conventional phrase. But every one who is observing events at all knows that far-reaching constitutional changes are under way, that some of them have already been accomplished and that others, perhaps momentous, are imminent. In 1914 Canada didn't declare war on Germany; then the axiom, "When England is at war Canada is at war" sufficed; but in 1919 Canada signs the peace treaty and joins the League of Nations. Obviously something important has happened in the meantime.

Five Years Ago And Now

Even the peace treaty incident didn't carry with it all the implications involved in this Washington ambassador business. Signing the treaty after all might have been merely a recognition of Canada's contribution to the fighting. But a foreign ambassador at Washington concerns it in a way that vitally affects the relations of all the Dominions and the Motherland.

Imperialists of the round table Lord Milner type have insisted that the thing any scheme of fully self-governing dominions would inevitably founder on was the issue of peace and war and foreign relations generally; that the moment any dominion declared war or signed peace or proceeded to appoint her own foreign ambassadors, that moment would that dominion be framing a declaration of independence. This argument five years ago sounded logical. But here is Canada signing a peace treaty and appointing a foreign ambassador.

Laurier used to be denounced by his opponents as a "separatist." But he never proposed that Canada should have her own ambassador at Washington. He did propose a Canadian navy, a policy which every one now assumes will be followed by Canada as a matter of course. "Borden is simply carrying out Laurier's policies," is an observation not infrequently heard in Canada today.

Laurier And Smuts

Fortunately Borden is able to insist on autonomy without incurring the suspicion which would have attached to Laurier in his place. In England Borden inspires confidence. But England never quite understood and perhaps never quite trusted Laurier. In this respect he was in contrast with Smuts, the Boer General from South Africa, who was in the field against England nineteen years ago, but who during the last years of the great war became a tower of strength to England.

Smuts, the Boer-Britisher, and Laurier, the French-Britisher, had similar views on the political future of the empire. But Smuts could talk to England, as he has recently been doing, "like a Dutch uncle," without giving offense, whereas Laurier always had to be as circumspect as a Sunday school teacher. Englishmen seemed to have an understanding of the Dutch mind, even if a former enemy, that was lacking when it came to the French Canadian. Besides, Smuts, a soldier and man of action, had in German Africa and afterward in London proved his loyalty by deeds, a course not open to a frai philosopher.

The "Centralisers" with their scheme for an Imperial Parliament have exhibited curious unconcern at recent developments, which seem on the surface to spell shipwreck for all their elaborate plans. They have recently secured a notable recruit in H. G. Wells, who declares it to be essential that there should be a "development of the present British Parliament into an Imperial Parliament with overseas representatives."

What Next?

The Imperial Parliament is still in limbo, but an Imperial war "Cabinet" has been in being for two years. This "Cabinet" was constituted without any mandate from any electorate it was a war measure and as such went unchallenged as long as it delivered the goods. Now Lord Milner and others declare the Imperial War Cabinet must be continued as an Imperial Cabinet as a permanent organ of the British Imperial Constitution.

Meanwhile Canadians are awaiting with interest announcement of the appointment of the first Canadian Ambassador to Washington, and information as to how he is received after he gets there. It will usher in a new era in Canadian-American relations. Of course, on all matters where British interests outside Canada are concerned the British Embassy will function as it does now, but the Canadian Embassy will deal directly with all purely Canadian issues.

Next War In Orient With America In It, Is Belief In Berlin

Think Britain Will Try To Break Rival Sea Powers, Japan And U.S., For Her Own Supremacy

Berlin, July 27.—German politicians are intently watching Japanese-American relations as reflected here in highly distorted form in reports of the attitude of the American Senate and proceedings in that body regarding the Versailles treaty.

Comment has been muzzled in the German press, but opinion is already cautiously voiced that the next world war will start in the Far East. In certain German quarters the curious theory has been evolved that England will have a vital interest in playing the United States and Japan against each other.

Pan-German argument is that Great Britain, having eliminated her strongest rival at sea, Germany, will henceforth pursue the policy of trying to break the next strongest naval powers, Japan and America. In this view, Britain can best accomplish its purpose by looking on while America and Japan damage each other's navies in an Eastern world war, thus leaving Great Britain's supremacy unchallenged.

Reports of the negro riots in Washington are reaching Germany in the most sensational form through the Italian newspapers, the Corriere della Sera having notably stimulated this brand of German interest in the American outlook.

An example of how the Pan-German imagination can still be "pipedreamed" is furnished in a column article in the Lokal-Anzeiger, headlined "The Black Peril," which says: "The disorders now reports are but a beginning. If the negroes can find a leader—perhaps already they have one—we may yet experience all sorts of things, perhaps some day a black President.

"It is easily possible that Bolshevist propaganda will make use of the negro. One cannot foresee what might happen in the United States if these masses poured over the country, murdering and plundering. The Japanese too are calculating on the negro. Some day this can grow into a very serious problem, beside which the labor question will be like child's play."

Hints about Baby

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Crushed Violets: A Ramble Through Literature

Good God! I forgot the violets," exclaimed Walter Savage Landor after he had thrown his cook out of the window. This happened at Fiesole, near Florence, and within one year of a century ago. The great prose master had a rather excitable temperament, as Charles Dickens has testified. (The novelist put him in "Bleak House" as Boythorn—"with the genius and much else left out," as Havelock Ellis says.) Landor dearly loved his flowers, and in his dismay he gave birth to a classic phrase. Nowadays we would gladly put a chef on the throne, so debased has become the world's cuisine. But Landor was an aristocrat masquerading as a fierce democrat and his gesture was a typical one, and in the gentlemanly interest; we might say a gentleman's prerogative, one that has gone quite out of fashion.

I am minded of his despairing cry when I think of Walter Pater. A member of the delicious Hermione's family, indelibly recorded by Don Marquis, asked me once upon a time if the prose of Pater didn't remind me of crushed violets. I related then and there the adventure of Landor's cook and the flower bed. Her answer threw much light on her mentality: "I wonder what the cook said?" she asked. But Pater prose and crushed violets! For the life of me I can't bridge this gulf of the dissimilar. Some of Whistler is an indigestion of strawberries and cream; but Pater and violets! Walter Pater wasn't as "precious," as insipid as his imitators. The truth is that his would-be disciples have clouded popular comprehension. He formed no school. Himself the product of many complex currents of thought and emotion, a man who filed his feelings to a tenuous degree, there was never in him a compelling creative element, a simple great idea that would have progeny. His originality was the result of accretions and rejections, the tact of omission, to use a phrase of his own making. All nuance, he also possesses a tangible charm not compounded of sweetness and light, as is the style of Cardinal Newman, nevertheless winning. Mr. Greenslet has happily called his style African, as opposed to the Asiatic profusion of De Quincey. African or Alexandrian, it is a style that is seldom strongly affirmative. It sets forth in precise relief his Lydian music and felicitous skepticism. Pater paints pictures in his prose, and, like Flaubert, his images and ideas are ever fused. He would have said that a change in a nation's music meant a change in a nation's laws. Yet it is a popular misconception of Flaubert's and Pater's methods that describes these writers as patiently working in verbal mosaics; patient they were in polishing their prose, but they did not plaster a phrase with luscious tints or daub a paragraph with purple. The thought was accompanied by the appropriate verbal orchestration. It was the same with the creative processes of Richard Wagner.

Nor was Pater all music, all languor and ecstasy. Consider this sentence on style: "Since all progress of mind consists for the most part in differentiation, in the resolution of an obscure and complex object into its component aspects, it is surely the stupidest of losses to confuse things that rigid reason has put asunder, to lose the sentence of achieved distinctions, the distinction between poetry and prose, for instance; or, to speak more exactly, between the laws of characteristic excellences of verse and prose composition." Pater often made arid and complicated prose; when he dealt with an abstract idea he could write almost as colorlessly as Herbert Spencer, though never missing step in his rhythmic gait. But he needed a personality to get humming in him the warmer music of human sympathy. How much simpler is his definition of style in the essay on Pascal: "The essence of all good style, whatever its accidents, is expressiveness." And expressiveness is his characteristic charm.

On a certain occasion Matthew Arnold advised Frederic Harrison to "flee Carlylese as the very devil," and doubtless would have given the same advice regarding Paterese. It is true Pater is dangerous for students. This theme of style, so admirably vivified in Sir Walter Raleigh's monograph—the best we know of; Robert Louis Stevenson's essay on the technical elements of style is too technical, valuable as it is—has been worn threadbare from Aristotle to Renton and his Logic of Style. Pater produced slowly—he wrote five books in twenty years, at the rate of an essay or two every year, thus matching Flaubert in his tormented production. The chief accusation brought against the Pater method of working and his consequent style is its lack of spontaneity; it is not a natural style. But a "natural style," so called, is not encountered in its full flowering more than a half dozen times during the course of a century; perhaps that figure is an exaggeration. The French write all but flawless prose. To match Flaubert, Renan, or Anatole France we must go to Ruskin, Newman, and Pater. When we say, "Let us write simple, straightforward English," we are setting a standard that has been reached only by Thackeray, Newman, Arnold, and how few others? There are as many victims of the "natural English" formula as there are of the "artificial" formula of Pater Stevenson. The first named write careless, flabby, colorless, undistinguished, lean commercial English, and pass unnoticed in the vast whirlpool of universal mediocrity, where the cliche is lord of the paragraph. The others, victims to a misguided ideal of affected "fine writing," are more easily detected and denounced by purists, pedants, and other sultry professorial persons.

Now, properly speaking, there is no such thing as a "natural" style. Even Newman confessed to laborious days, though he ever wrote with the idea uppermost, and with little thought of style. A master, Renan, disliked the teaching of "style" *per se*—as if the secret could be imparted—yet he toiled over his manuscripts. We recall the Flaubert case. With Pater one should not rush to the conclusion, because he produced slowly that he was of an artificiality all compact. For him prose was a fine art. He could no more have used a phrase coined by another than he could have worn the other man's hat. He embroidered upon the canvas of his themes the grave and lovely phrases we so envy and admire. Prose—"cette ancienne et tres jalouse chose," as it was described by Stephane Mallarme—for Pater was at once a pattern and a cadence, a picture and a song. Never suggesting hybrid "poetic-prose," the stillness of his style—atmospheric, languorous, sounding sweet undertones—is always in the true rhythm of prose. Speed is absent. The tempo is usually lenten. Brilliancy is not pursued; there is a hieratic, almost episcopal, pomp. The sentences uncoil their many-colored lengths; there are echoes, repercussions, tonal imagery, and melodic evocation; there is clause within clause that occasionally confuse; for compensation we are given harmonies newly orchestrated, as salient, as mordant, and as subtly rare as chords in the music of Brahms or Debussy. Sane prose it always is; but seldom simple. It is extremely personal, and while it may not make music for every ear, it is exquisitely adapted to the idea it garbs. Read Ruskin aloud and then apply the same vocal test to Pater, and the magnificent harmonies of the older man will conquer your ear by storm; but Pater, like Newman, will make your ear captive in a persuasive snare more delicately varied, and with modulations more enchanting. Never oratorical, in eloquence slightly muffled, the last manner of Pater hinted at newer combinations. Of his prose we may say, quoting his own words concerning another theme: "It is beauty wrought from within, . . . the deposit, little cell by cell, of strange thoughts and fantastic reveries and exquisite passions."

The prose of Jeremy Taylor is more impassioned. Sir Thomas Browne's richer and full of flashing conceits; there are deeper organ tones in De Quincey, and Ruskin excels in effects, rhythmic and sonorous; but the prose of Pater is more sinuous, subtle, more felicitious, and in its essence consummately intense. Morbid it is, sometimes, and its rich polyphony palls if one is not in the mood, and in greater measure than the prose of classic masters, for the world is older and Pater was often weary of life. But suggestions of morbidity may be found in every writer from Plato to Dante, from Dante to Shakespeare and Goethe. It is but the faint spice of mortality which lends a stimulating if sharp perfume to all literatures. Beautiful art is always challenged as corrupting. There may be a grain of truth in the accusation. Man cannot live by wisdom alone, so art was invented by him to console, to disquiet, to arouse. Art may be a dangerous adventure and also an anodyne, like religion. And unhappily we are losing our taste for adventuring amidst dangerous ideas. Once deprived of moral self-determination, of the right of private judgment, man soon relapses into a vegetable existence. Whenever a new poet or philosopher appears he is straightway accused of tampering with the moral currency. This is only mediocrity's mode of adjusting too marked mental disproportions. Difference engenders hatred. In this period, when art and literature are violently despised and persecuted, do not let us be frightened by the word "wicked." For my part as an old practitioner in literary and artistic poisons, I have never encountered a book or a picture or a sonata that was so immoral as to kill at twenty paces. So let us cheer up, read Pater, Baudelaire, and the Bible—from which they derive—and blench not before the dissonantal batteries of the Neo-Scythian composers.

There is another Pater, one far removed from the weaver of colored silken phrases. If he recalls the richness of Keats in the texture of his prose, he can also suggest the aridity of Spencer. There are essays of his as cold, as logicaly adamant, and as tortuous as sentences in the "Synthetic Philosophy." Luckily his tendency to abstract reasoning was subdued by the humanism of his temper. There are not many "purple panels" in his prose; "purple" in the De Quincey or Ruskin manner; no "fringes of the north star" style. He never wrote in sheer display. For the boorish rhetoric and apish attitudes of much modern writing he betrayed no sympathy. His critical range is catholic. Consider his essays on Lamb, Coleridge, Wordsworth, Winckelmann, not to mention those finely wrought master-pieces, the studies of Da Vinci, Giorgione, Botticelli, Joachim du Bellay. Even the newly gathered minor essays, slight as they are in theme and treatment, they reveal the master.

Somewhat cloistered in his attitude toward the normal world of work, often the artist for art's sake, he may never trouble the main currents of literature; but he will always be a writer for writers, a critic for critics. Little books may have their destiny. Pater was a thinker whose vision pierces the shell of appearances, the composer of a polyphonic prose-music which echoes a harmonious adagio heard within the spaces of a Gothic cathedral, through the multi-colored windows of which filters alien daylight. It was a favorite contention of his that all the arts aspire toward the condition of music. This idea is the keynote of Walter Pater, mystic and musician, who, like his own Marius the Epicurean, carried, his life long, "in his bosom across a crowded public place—his own soul." And yet—!

After reading these exhumed pieces about Moore, Wilde, and others, we ran across Disraeli's "Coningsby" and the exclamation of the Princess: "I wish that life were a little more Dantesque." Pater may be anything you please, but he is not Dantesque. And do you remember the incident in "Alton Locke" when old Sandy MacKaye takes Alton to a London alley and bids him make poetry out of it: "Say how ye say the mouth o' hell, and the two pillars thereof at the entry, the pawnbroker's shop on the one side and the gin palace at the other—two monstrous devils eating up men, women, and bairns, body and soul. Look at the jaws of the monsters, how they open to swallow in another victim and another. Write about that!" Not even the bait thrown out by Sandy that classic tragedy was involved in the issue—man conquered by cruel circumstance—would have tempted Walter Pater to handle such a concrete case. He wrote beautifully of beautiful things. But of crushed violets—never.

A Defense Of The Peace Treaty

By Frank H. Simonds
(*Review of Reviews*)

I wish I could make clear to my readers the actual situation in Europe. The German set out five years ago to dominate the world. He undertook to conquer France and Russia by arms and as his troops advanced they deliberately and systematically destroyed the factories and the industrial towns through which they passed. There was no accident about the destruction; it was not mere wastage of war; it was coldly calculated destruction to benefit German industry.

The war to attain world power cost France nearly three millions of lives, only half of which were soldiers. It turned Northern France into a desert. It wrecked the economic life both of France and of Belgium. The situation which exists in both countries is unmistakable. If there is no German indemnity, then there will be bankruptcy and after bankruptcy revolution.

But to make Germany pay for her destruction was to bring to Germany no small part of the ruin she had attempted to inflict on France. To imagine that any nation called upon to make the financial contributions to another which are demanded of Germany—contributions, to be sure, to make good the destruction she has wrought—would view the terms of peace which carried this obligation as anything but intolerable, would be to misunderstand human nature.

There was always the unmistakable dilemma: A Germany conciliated would be a Germany escaping payment at the expense of the nations she had sought to ruin. A Germany compelled to pay would be a Germany unreconciled. The Paris Conference chose the only course open to it. As a consequence we have, not a peace of conciliation, but a peace of justice, and the Germans remain as hostile as before the armistice.

But would they have been less hostile to any treaty that one can conceive of, which did justice to the French, the Belgians and the Poles? In point of fact it is the Polish phase of the treaty, on the territorial side, and the French and Belgian phase on the financial side, which most anger the Germans. Poland has not been treated generously by the Allies. Far more Poles have been left under German rule than there will be Germans under Polish domination, but Germany in losing Posen, West Prussia, and perhaps Upper Silesia and Polish-speaking portions of East Prussia, suffers what seems to all Germans a fatal mutilation.

I doubt if there is a German alive, who would regard the restoration to Poland of the lands stolen by Prussia in successive partitions as a possible preface to a peace of conciliation. Nor would it be easier to find a German who could be reconciled to repaying to France and Belgium losses incident to German destruction. Yet how can anyone justly criticise these two acts of restoration?

We have made peace with Germany based upon the facts of the German conduct of the war. It is not a peace of vengeance. It is not a peace of violence. It takes from Germany no territory to which she had a clear title, so far as Europe is concerned, and no territory outside of Europe in which the substitution of another sovereignty is not a palpable gain for the natives.

We have made Germany pay, but not the costs of the war—only sums which everyone concedes will be insufficient to restore Northern France and Belgium. Indemnity, in the sense that Germany levied indemnity upon France after the war of 1870, has not been exacted. As for the vast debts piled up by France and Britain, to say nothing of the United States, in defending themselves against German attacks, they remain for the French, British and American taxpayers to liquidate.

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An American In Berlin Throughout The War

How The Germans Behaved And What They Said About President Wilson In Particular And The President's Country In General; Living Conditions Under Pinch

By Luke R. Tornand
(New York Times)

Berlin was at the height of its development into a great world city. Commercially, intellectually, artistically, it had become the heart of the empire's life. As a result of an enormous economic prosperity, the former frugality of the city's inhabitants had given place to great luxury, somewhat crudely massive in character. Under a police administration whose policy was liberal in all except political matters, Berlin was outdoing other capitals of Europe in the prodigality, though not in the tastefulness; of its nightly amusements.

Truly Berlin was a beautiful, a well-governed, a happy city on the eve of that terrible event which the German diplomats and war lords had prepared for a people that had been too busy with other things to learn to direct its own national fate. While the Germans had been carrying their trade-mark into the remotest parts of the world, had been splitting hairs over abstractions in philosophy and art, had been prating of that German culture which, according to one of their poets, was destined to make the rest of the world whole, ("Es wird am deutschen Wesen dereinst die Welt genesen,") they had been content to let their Reichstag remain what they themselves called it, a "talking club." Meanwhile their Pan Germanists and militarists had schemed and triumphed, their diplomats had intrigued and blundered, and now their Emperor had declared war—a "war of defense."

Europe, appalled, was making reply. Like flashes of lightning, in rapid succession, the declarations of the foreign Governments were striking the German capital. The great majority of its people were not enthusiastic for the war at first: they were indignant and grimly determined to withstand this onslaught which as their Emperor had assured them, was entirely unprovoked; they would fight as a matter of course, but they were by no means anxious for war. On the evening of the first day of mobilisation the streets of the city, deeply littered with Government proclamations, were filled with a slowly moving multitude, anxious to hear news, whose silence was broken only now and then by cheers, when a train of the Interurban Elevated Railway loaded with recruits passed overhead. These thousands, tramping along in subdued excitement, with grave expressions, appeared to be counting the cost of the adventure into which they had been plunged; the air seemed surcharged with portents of dark fate.

Rise in Tide of Spirits

On the next day and during the weeks of mobilisation following it, the spirits rose higher and higher, as Berlin saw the machine of war, which for decades had been kept well oiled and ready for instant use, thundering through its streets by day and by night with faultless precision. Under the stimulus of Government pronouncements the press of all political shades joined in the chorus of the militarists and Pan Germans; for had not these been proved justified in their demands for an overwhelming armament on land and sea? Had not their predictions come true? Had not the intrigues of the late King Edward VII. borne fruit at last? Were not ravenous wolves rushing upon the innocent lamb to rend it?

The people heard and read and were convinced, and when their Emperor proclaimed that "henceforth he would not know parties, but only Germans," they enthused. Hundreds of thousands of men in Berlin below the military age pressed for enlistment, foremost among them many young men of Jewish faith who, having hitherto been discriminated against by William's Government wherever they sought to serve it, and having been rigorously excluded from William's corps of officers, hoped that the latter's sudden forgetfulness of party might extend to creed, if they proved the anti-Semitic slurs upon their personal courage groundless by showing more warlike enthusiasm and valor even than their Teutonic comrades. They were doomed to disappointment. A few were made officers when it could not possibly be avoided, but in all other respects anti-Semitism reigned during the war in the same measure as before.

The physical examination of recruits was a very careful one at this time. The draft boards rejected many, for the army was deemed sufficiently large to drive the Russians back from the eastern frontier and to accomplish at the same time that little military jaunt to Paris via Belgium. The governmental stage managers had succeeded, by sounding proclamations and by skillful manipulation of the press, in having the curtain rise upon the picture of a Germany united in the conviction that its cause was a righteous one and that the very existence of the fatherland depended on the readiness of every man to die in its defense. The implanting of this conviction was one of the two master strokes of the German leaders in the opening days of the war. The other was the securing of this conviction against the danger of being shaken by the neutral and the hostile presses. The German authorities did not choose the obvious, but clumsy, way of absolutely excluding foreign newspapers from Germany. They managed far more cleverly.

Handling Of Foreign Press

During the early phases of the war when their armies, profiting by the unpreparedness of their opponents, were generally victorious, they permitted all newspapers, even those published in London and Paris, to enter freely, but they saw to it that no German reader believed a word uttered in any press but his own concerning the occasional setbacks of the Germans, or regarding their manner of treating the population of the invaded territories. Later on they barred foreign papers at periods when the Allies had gained some great success, the reports of which in the foreign press could not possibly be flatly contradicted. Had foreign newspapers been barred entirely, they would surely have been smuggled in, and their war bulletins and editorial articles, against which the German press authorities would then have been unable to make front officially, might have carried weight.

For these reasons "the lying press of our enemies" having been utterly discredited in advance, and once for all, was, on the whole, more safely admitted than excluded. The foreign papers not being forbidden fruit, were, moreover, not greatly desired by German readers. These found it not only convenient to be satisfied with that portion of the foreign news with which Wolff's telegraph bureau, the semi-official German news medium, provided them at second hand, but also very reassuring, because Wolff's reproductions and quotations, if their tenor was to accuse or to alarm the Germans, were sure to be followed by explanatory or exculpatory statements inspired by the German Government.

People Solidly Behind Leaders

Germany's military and political leaders certainly had reason to congratulate themselves on the way in which they had launched war. Not only had they succeeded in recruiting and equipping the armies rushing to the east and to the west in an unparalleled manner, but they had secured their unquestioning faith and the almost unanimous support of the German nation. Knowing that Parliament and people were solidly behind them, they needed to fear little criticism when they committed that first of their breaches of national honor, the violation of Belgium's neutrality.

Like most other neutrals living in Germany at this time, I had fallen somewhat under the hypnotic spell of the official German presentation of the events that had led to the war. Reading in the German newspapers that the French had opened hostilities by bombarding Nurnberg and that the Russians were on the point of crossing its eastern frontiers, I believed that Germany, if not entirely innocent, was at least not alone guilty, that the two coalitions that had distrusted and feared one another for so long a time had rushed at each other in a sudden fit of panic on both sides. I felt certain that Germany was not animated by hatred and would, in the consciousness of the high standing in civilisation which it claimed for itself, carry on the war fairly and humanely, that its motto would be "noblesse oblige."

The invasion of Belgium dispelled my illusion, and I felt assured that my German friends in Berlin, men and women of intelligence and of high personal honor, many of whom I had known for a lifetime, would share my abhorrence of the crime against Belgium. I was amazed to find that, far from doing so, they almost unanimously indorsed the doctrine of the Imperial Chancellor, Bethmann-Hollweg, that in an extreme case treaties were to be considered mere scraps of paper. Some of my friends, in whose personal honor I have implicit faith even now, went so far as to criticise the Chancellor severely for having admitted that Germany had committed a wrong against Belgium, for which that country was entitled to receive full compensation. "Bismarck," my friends declared, "would never have been guilty of such a confession; he would, in a similar case, have found justification for the invasion of Belgium, or he would simply have presented a brazen front to the world."

I may be permitted to say, in passing, that this was only the first of many occasion on which I have heard Germans sigh for the "Iron Chancellor" as the progress of the war disclosed the pitiable lack of German diplomats of ability. "Bismarck," I heard, "would never have permitted this formidable coalition against Germany to be formed; he would have directed Germany's policy of friendship toward England rather than toward Russia; he would not have let himself be caught in stupid intrigues like that with Mexico against the United States, etc. Perhaps Bethmann-Hollweg himself was visited after his speech in the Reichstag by the angry shade of Bismarck and prompted to say, a few days later, that he had long known of plans made by the Allies, with Belgium's consent, to march through that country in case of war, and that the Germans had merely anticipated their enemies' move.

Lawless Necessity

When, from the standpoint of a neutral, I discussed the Belgian matter with my friends, asking them how they could justify the invasion of a country whose inviolability Germany itself had guaranteed, their answer invariably centered in the motto: "Not kennt kein Gebot." (Necessity knows no law.) I asked a Berlin judge of high standing, who also quoted to me this most vicious of all proverbs, whether, on its basis, he would recommend the acquittal of a drunkard who, lacking the price of the dram without which he feared that he must perish, had committed. The judge could to obtain the few pennies necessary to buy whisky. The judge could not see the bearing of my question upon the German invasion of Belgium, by which, as he said, no law had been broken but only an agreement sacrified to the great necessity of the Germans to win a war that had been forced upon them.

It was a hopeless undertaking to argue with people who, on the false premise that their country had been treacherously attacked, based the equally false conclusion that theirs was the necessity that knows no law, and who justified every war crime from the sinking of the Lusitania to the unrestricted submarine warfare by the use of a pernicious proverb. It seemed, indeed, as if "Not kennt kein Gebot" had acted as a poison that had caused the Germans, formerly called the nation of poets and thinkers and famed for their honestly and common sense, to run amuck mentally and morally.

England's answer to the invasion of Belgium was her declaration of war. It caused comparatively little anxiety in Berlin except among the lower classes of the population, who had not lost their old respect for England's traditional supremacy on the sea. The more intelligent, newspaper-reading inhabitants of the capital, having followed closely the German Government's extensive fleet-building policy of the last years, were much less dismayed. On the evening on which England's declaration of war was published in the Berlin papers I joined a group of my neighbors, who had stopped a passing army officer of their acquaintance and were anxiously inquiring whether, in his opinion, this new and powerful addition to the number of their enemies did not mean certain defeat for them. "Not at all," he replied with a joyous laugh, "we'll only get that much more indemnity in the end."

This feeling of confidence abated considerably when England had declared and made effective its food blockade. Here was a convincing proof of the intention and the power of Great Britain, "that nation of shopkeepers," to become a terrible factor in the war; here was also an infringement on Germany's monopoly to break the law of nations and, as the Germans called it, an act of fiendish cruelty to German women and children. "To whom," said my friends, "can our Government turn for redress with a better right than to America, the country which owes more friendship and gratitude to us than to any other nation? Have not men of German birth helped, in your civil war, to preserve the Union from disintegration?" I recalled to them the fact that, on the other hand, German Princes had, during the war of the revolution, sent troops over to help in the struggle to prevent the Union from gaining existence, while Lafayette and his compatriots fought to gain America's independence. "Well, but does not America owe its culture in a great measure to Germany? What would it be without German science, music, pedagogy, philosophy?" I told my friends that our opera houses and concert halls were crowded with admirers of French and Italian music and our picture galleries filled with French and Italian paintings. I reminded them that the foundations of the American commonwealth, its political, legal, and social institutions, had been taken over from England and that our national language was English.

When President Wilson refused to remonstrate against England's blockade as vigorously as the Germans thought he must, and when he returned a merely diplomatic an-

(Continued on Page 22)

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An American In Berlin Throughout The War

(Continued from Page 21)

swer to Emperor William when the latter complained to him that the English troops were using dumdum bullets, all the Germans I knew emptied the vials of their wrath on Wilson's head. In the house of an acquaintance of ours an ancient "Geheimrat," (privy councilor), one of Germany's most celebrated philosophers, lost both his good manners as a fellow guest and his philosophic calm to such a degree that he drove an American lady, who was receding in terror step by step, into a corner of the room, while with wild gesticulations, he screamed in her face: "Ihr macht auch dumdum!" (You also make dumdum bullets.)

Purging The Language

While, before the war, they had been critised by their own writers for their excessive admiration of everything foreign, their isolation in the civilised world now caused them to go to the opposite extreme. Special commissions of learned men were appointed to purge the German language of all words of foreign origin, however firmly they might have become engratted by century-long use. The results were often mirth-provoking owing to the clumsiness of the new word formations. "Chauffeur," for instance, became "Kraftwagenfuhrer," "Friseur," "Haar-und Bartkunstler," "Bouillon" turned into "Kraftbruhe." That business houses and hotels, restaurants and cafes with unpatriotic firm-signs made haste to replace them by Teutonic ones goes without saying. The "Grand Cafe Francaise" became "Kaffeehaus Hindenburg," the great "Piccadilly Cafe" on the Potsdamer Platz was known henceforth as "Vaterland," etc. New, specifically German fashions in dress were invented which even their kindest critic was able to commend only for the completeness with which they covered the human form. "Deutschland, Deutschland uber Alles" was the motto.

One was in constant danger of giving involuntary offense by the use of such household words as "adieu" and "pardon." Often have I felt severely rebuked when, on leaving a store, I had bidden the saleswoman "adieu" and she, with resentful mien and impressive tone, had replied by saying "Guten Tag." (good day.) which expression would not have been the appropriate one for me to use on leaving, or "Auf Wiedersehen." (I hope to see you again.) which would have been an insincere statement on my part, as it would have signified a hope that I was far from cherishing, especially if the saleswoman was homely. That even the Germans slipped occasionally is proved by the following: At a railroad station I asked an official, "Wo bekomme ich ein billet?" (Where do I get a ticket?) He replied, reprovingly, "Billet is not German, say Fahrschein." "Gut," I said, "wo bekomme ich einen Fahrschein?" "Da drehen am billet schalter," (At the ticket window over there,) he answered.

Apropos of "pardon," I enjoyed this incident in a Berlin tram:

Passenger, having accidentally stepped on the foot of a servant girl: "Oh, pardon!"

Servant girl (angrily,) "One does not say 'Pardon' during the war, one says 'Auf Wiedersehen!'"

(Laughter by those of the fellow-passengers who were able to see the humor of the girl's mistake.)

Servant girl (angrily,) "One does not say 'Pardon' during the war, one says 'Auf Wiedersehen!'"

(Laughter by those of the fellow-passengers who were able to see the humor of the girl's mistake.)

who seek to starve and annihilate us, and it is wrong to speak any foreign language at all, since we have such a beautiful language of our own," etc.

(Other passengers join in the conversation and express their abhorrence of foreign words.)

Little old Hebrew in corner seat who had remained silent so far, modestly addressing severe matron who had dominated the conversation: "Excuse me, Madam, may one still say 'meshugga'?" (jargon for "crazy.")

It is but fair to state here that neither the German authorities nor the intellectual classes of Berlin participated in the agitation against the languages and literatures of their enemies. In the higher schools of Berlin French and English were taught during the war to the same extent as before. The "French Gymnasium," founded by Frederick the Great, in which all studies are carried on in French, continued to use French as the language of the classroom. Shakespearean plays were given as frequently as ever. English and American works in the Tauchnitz edition continued to be printed and read. To be commended is also the fact that the German daily press, when referring to the enemy nations, refrained from the use of opprobrious epithets corresponding to the English "Hun" and the French "boche." It is true that they called the English imperialistic and perfidious, the French revengeful, the Italians treacherous, the Russians brutal and cruel, but they at least spoke of them as Englishmen, Frenchmen, Italians and Russians.

In spite of their erroneous idea that the American Government was committing a breach of neutrality in permitting war supplies to reach the Allies, the officials and the business people of Berlin did not treat the Americans who had remained there unkindly. In my business dealings with police, tax and other municipal officials, I was never treated with discourtesy even after America entered the war. The only insults which my family and I had to suffer were slurs cast upon our country and its President by some of our social acquaintances, especially those of the "Geheimart" class, who did not combine with their learning that true culture which would bid them refrain from assailing foreigners whom they met in company, by recriminations against their country.

Hunger Blockade Propaganda

During the first year of the war the outcry against England's "hunger blockade" was merely intended to serve propaganda purposes, principally in America, for there was no scarcity of food in Germany at that time. The stored-up supplies and the good harvest were sufficient to feed the people very much in the usual way. The German authorities did not seem to consider it necessary to direct the press to follow a uniform policy in its reports on the food situation, for on the same day that one paper would launch a furious tirade against England for having condemned German women and children to die by starvation another paper would announce that the blockade was failing of its purpose and that the people, if they practised reasonable economy and self-restriction, needed to fear no want of food during the war.

The readers were left to choose between these two statements. Those who believed that the war would be ended soon and those who in any case were unable to provide against contingencies continued to trust in the ability of their Government to

hoarding them, quantities of food sufficient to last for years. In many households a room, having been cleared of its furniture, was set apart as a storeroom and filled to the ceiling with food supplies. Much of this food was destined to spoil long before it could be used. Quantities of insufficiently smoked hams and bacon sides, flour and cereals which had become wormy, fats that had turned rancid, etc., had to be thrown away at a later time when every ounce of food was valuable.

Owing to this practice of hoarding, which became almost a mania, the second year of the war saw many large cities of Germany, and especially Berlin, depleted of certain important articles of food. Still there was no real suffering, for the essentials, as bread, meat, butter, margarine, milk, eggs, potatoes, though not plentiful, were still to be had at fairly reasonable prices. The relatives of the soldiers were even able to send much food to the front. During the months following, the grip of the blockade made itself felt more and more severely, at least in Berlin, and the question of finding enough nourishing food to keep up one's strength became more difficult to solve from day to day.

And still there would have been enough food to prevent great suffering if the Government bureaus organised to locate, seize, and distribute the available food had worked with more intelligence and energy and if the people had co-operated with them in an unselfish and loyal spirit. But the opposite was true. Many food producers, great land barons (agrarians) and small farmers alike, not being controlled sharply enough, held back from distribution, in defiance of the law, the surplus of their products not needed for their own consumption. They sold this surplus secretly at very high prices to dealers who resold it again and again at still higher prices, until, in the same underhand way, it reached such consumers as were able and willing to pay exorbitant prices for food. Articles which the Government had not seized, but on which it had placed a price limit, suddenly disappeared from the market, as if by magic, and could only be bought secretly at very high prices. This illicit traffic, carried on for years by producers, dealers, and consumers alike, and at which the authorities were forced in the end to wink because they were unable to cope with it, could not fail to blunt the moral sense of the entire people, while at the same time the malnutrition, which became more and more general as the months passed, sapped its physical and in due consequence also its mental vigor.

Who Really Suffered

When Maximilian Harden, that famous political insurgent, declared that there were only two classes of people in Germany, those belonging in the penitentiary and those belonging in the insane asylum, meaning, respectively, those who bought illicit food and those who did not, he forgot that large class of people who, although sane enough to qualify for the penitentiary, were unable to do so because they could not pay the exorbitant prices demanded for smuggled provisions. This was not by any means the so-called lower class, for most of its members were earning very high wages in the munition factories and spent money for illicit food as freely as did the rich. The people who bore the brunt of suffering and became emaciated until they resembled walking skeletons were those with small fixed incomes, officials of lower and middle rank, in fact all who were not in a position to profit by the war. Few salaries were raised during the war and the occasional bonuses voted to this or that class of officials were entirely inadequate.

What William and his highly paid and amply nourished political and military henchmen may have thought at this time about their ability to continue the war for years longer and to win it in the end I do not know, but the people, especially those in the large cities who were trembling for the lives of their sons at the front while they themselves were starving at home, had only the one wish, that the war might be over soon. The cockiness had disappeared from their arguments; they were beginning not to care whether they conquered or not, to hope only that they might escape with a whole skin. But even to be able to do this they had to refrain from rebellion and to go on repeating to themselves and their friends the word which the press shouted to them continually, Durchhalten, (hold out.)

There was to be ample occasion for the practice of all that the word "durchhalten" signified, for the real pinch of suffering was still to come. It began in the Winter of 1916-17, the "yellow turnip Winter," so called because turnips mixed with potatoes and moist brownish-black bread compounded of mysterious ingredients formed the almost exclusive fare of all those in Berlin who did not receive an occasional food package from a farmer upon whose friendship they had been able to establish a claim. No longer did the new servant need to be proficient in cooking and sweeping. To secure engagement at a high wage and to receive the treatment of a princess she needed no qualification other than the possession of relatives owing a farm, who might be found willing to send a half dozen eggs or a pound of butter now and then. Yellow turnips day after day, for months and months, may sound funny, but they are tragic, especially if their only seasoning is salt water. The governmental distribution of rationed food seemed to have broken down in a great measure. To be sure, there were ration cards in great number, every week added a new variety, but there was little food to be obtained on them by the patient crowds who, for long hours, stood in line in front of the stores waiting, in rain or snow, for their turn to buy, if possible, a loaf of unwholesome bread or a salt herring before the supply for that day had given out.

The central food bureaus and the municipal distributing departments, in their efforts to utilise and stretch to the utmost degree the products at their disposal, made the same fatal mistakes year after year. They confiscated all the fruit on the trees and forbade the people to buy it directly from the fruit growers. It was to be delivered to the Government at a fixed price in order to be made into jam, but much of it rotted on the trees before the Government could have it collected, and that part of it which, mixed with yellow turnips and carrots and sweetened with saccharin, did become jam would have served a much better purpose had it been given to the housewives to make their own jam of it, for the Government concoction was so proverbially bad that the soldiers at the front were accustomed to say the war would not end until the Kaiser had to eat jam. Potatoes in enormous quantities were allowed to freeze. Carrots, cabbage, spinach, peas, that might have nourished a million people were withheld from the markets to be dried by the Government. They were then distributed as a tasteless and indigestible mass, full of sand which it was impossible to wash out, and so hard that no amount of cooking could make it tender enough to be eaten. Cereals generally did not reach the consumers until they had become musty. Fish and vegetables were put up in black tin which corroded and made the contents unfit for use.

Under these conditions there were few articles rationed on cards of which the population coveted more than its allotted share. The great exception was bread, however poor its quality; every one cried for more bread, but, instead of increasing the allowance of 2,000 grams per week for each person, the Government was forced at times to lower it to 1,650 grams, (a little over 3½ pounds). The need of more bread caused a crime wave. Weekly bread cards by the thousands were stolen from the municipal distribution centers or forged on underground presses to be sold for from 4 to 6 marks a card to those who were willing to risk the severe punishment that awaited them if detected.

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ROLLER FLOUR
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We are the official Agents of the American Express Co., Shanghai. Head Office: 207-211 Boundary Road, Shanghai, (Opposite the Railway Station). Telephone North 2180 and 1612.
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LABORATORY: 83, Ward Roa Telephone: East 168

Peking Union Medical College
Announcements for the Academic Year 1919-20
The work of the reorganized Peking Union Medical College is divided between two schools: the Medical School, which gives a four years' course in medicine and an additional optional year of special work in the laboratories or hospital; and the Premedical School, which offers a three years' course preparatory to admission to the Medical School. The Premedical School was opened in September 1917. The Medical School will admit its first class on October 1, 1919.
All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.
THE MEDICAL SCHOOL
Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.
All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.
Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.
Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.
THE PREMEDICAL SCHOOL
Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.
Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.
Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.
Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.
EXAMINATIONS
Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to
The Dean,
Peking Union Medical College, Peking, China.

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Sold by all Grocers
THE CHINA TEA CO., LTD.
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SHOWROOMS: 471-2 NANKING ROAD. TEL. CENTRAL 2660.

JUST ARRIVED

Fillets Findon Haddock	$1.00 per lb.
Fish Tongue	.60 " "
Anchovy Fish	.60 " "
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C. 453 Honan Road, Shanghai

Same privilege for Outport Orders if remittance is mailed within the above period.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on August 26, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Fish		
Bream	per lb.	none
Cod	"	18-20
Mandarin	"	50-60
Mackerel	"	30-35
Pomfret	"	30-35
Salmon	"	none
Samli	"	none
Soles	"	16-20
Game, Poultry And Eggs		
Deer	each	none
Duck	"	40-60
Eggs	per doz.	17-20
Fowl	per lb.	18-20
Geese	each	70-90
Pigeons	"	16-18
Quail	"	none
Snipe	"	16-18
Teal	"	none
Turkey	per lb.	45-50
Fruit		
Apricots	per lb.	none
Apples	"	10-15
Bananas	"	5-6
Figs	per doz.	5-10
Lemons	each	6-8
Lichees	per lb.	none
Mangoes	each	none
Oranges	per doz.	90-$1.00
Peaches	per lb.	none
Pears	"	8-12
Persimmons	"	8-10
Peeboes	"	none
Plums	per lb.	15-20
Pumeloes	each	15-20
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	"	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	6-7
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	5-10
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	4-5
French Beans	"	6-8
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	3-4
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per picul	$2.20-$2.40
Radishes	per bunch	1-2
Spinach	per lb.	6-8
Tomatoes	"	8-10
Turnips	per bunch	none
Grain And Flour		
Flour, American	per 50 lbs.	—
Flour, Australian	"	$4.20
Flour, Shanghai	"	$2.50
Rice	per 200 lbs.	$8.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	"	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	"	$2.25
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	"	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Municipal Notification

No. 2646.

Municipal Investment Bank.

WITH a view to the provision of facilities for accumulating savings for periodical investment in Municipal Debentures, the Council has sanctioned the establishment of a Municipal Investment Bank.

Deposits will be accepted by the Bank during the first five days of each month and will be converted twice yearly into Municipal Debentures. Pending their conversion interest will be allowed at the rate from time to time advertised.

The rules governing deposits are as follows:—

1.—Deposits may be for any amount in Taels or Dollars local currency. Dollar deposits will be converted into Taels at the rate of the day on which they are received.

2.—Deposits will be received at the Finance Department of the Council, 24B Kiangse Road, from the first to the fifth day inclusive of each month.

3.—Each depositor will be supplied with a Pass Book in which will be entered details of the amounts deposited. The Pass Book must accompany each deposit.

4.—Interest at a rate to be advertised from time to time will be credited the accounts of depositors half-yearly, on March 5 and September 5, and will be calculated on the amounts at credit of depositors' accounts on the fifth day of each month.

5.—On March 5 and September 5 debentures in the current Municipal Silver Loan (in denominations of Tls. 100 or multiples of Tls. 100) will be alloted depositors to the maximum amount permitted by each depositor's account. Accounts will be debited with the allotments calculated at the price at which the Council is issuing debentures at the date of the allotment. Any balances remaining at credit of accounts will be carried forward.

6.—The deposits will not be subject to withdrawal, except in the following cases:—

(a) On the death of a depositor the amount at credit of the account, with interest, will be paid on application by the legal personal representative.

(b) Should the Council at any time decline to receive further deposits, any balances remaining at the credit of accounts, after the allotment of debentures provided for under Rule 5 has been made, will be repaid to depositors forthwith.

The first interest period will be from September 5, 1919, to March 5, 1920, during which interest at the rate of six percent per annum (calculated as provided for under Rule 4) will be allowed on deposits.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 27, 1919.

25122

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.

Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.

Apply to:
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No. 42, Chapoo Road

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Office for Venereal Diseases is now removed to 73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

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Specialist in veneral diseases.
Office: 85 Szethuen Road.
Consultation Hours: 2-4 p.m.
Telephone: No. C. 3844.

MUNICIPAL NOTIFICATION

No. 2642

Choleraic Diarrhoea

The attention of the Public is particularly directed to the following Notice issued by the Health Department:—

CHOLERAIC DIARRHOEA

Caused by Food Infected by the Excretions of a Previous Case

HOW TO PREVENT

EAT AND DRINK

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC., CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 7, 1919.

74846

Dr. E. G. Lobzowsky

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Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.

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24859

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Time 9-12 : 2-6
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DR. K. HONMA
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Women's Diseases
Confinements, Surgery
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Examination with Uretroscope
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Massage Treatment

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Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

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Tel., Central 2036

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Eye-Sight Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

Exchange and Bullion

Shanghai, August 30, 1919.
Money And Bullion

Sovereigns: buying rate, @ 5/9½ = Tls. 3.4532
@ exch. 73.2 = Mex. $4.7175
Gold Dollars: Bank buying rate, @ 122¼ = Tls. 81.80
@ exch. 73.2 = Mex. $111.75
Mex. Dollars: Market Rate: 72.925
S'hai Gold Bars: 978 touch Tls. 195
Copper Cash . . . per tael 186.600
Native Interest ..... Tls. 28

Latest London Quotations

Bar Silver	58d.
Bank Rate of Discount	5%
Ex., Paris on London	Fr. 346
Ex., New York on London T.T.	G.$422

Exchange Closing Quotations

London	T.T. 5/9
London	Demand 5/9¼
India	T.T. 287½
Paris	T.T. 920
Paris	Demand 923
New York	T/T. 122
New York	Demand 122¼
Hongkong	T.T. 68½
Japan	T.T. 41⅛
Batavia	T.T. 319
Singapore	T.T. 41

Banks Buying Rates

London	Demand 5/10
London	4 m/s. Cdts. 5/11½
London	4 m/s. Docy. 5/11⅜
London	6 m/s. Cdts. 6/–
London	6 m/s. Docy. 6/–¼
Paris	4 m/s. 992
New York	o/d. Docy. 123½
New York	4 m/s. 131¼

ROUBLES EXCHANGE

Today's Bank Buying Rate
For Roubles
Roubles 6,100 ..... = Tls. 100
Roubles 100 ..... = Mex. 12.25

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls. 3.25	@ 5/6	½	£1
,, 1	@ 828	nom. Fr.	9.22
,, 0.74	@ 121¼	Gold	$1
,, 1	@ 41½	Yen.	2.68
,, 1	@ 15	Rupees	4.62
,, 1	@ —	Roubles	—
,, –	@ 1.50	Mex.	$1.50

Stock Exchange
Transactions

Shanghai, August 30, 1919.
TODAY'S QUOTATIONS

Official
Oriental Cotton Tls. 110.00
Unofficial
Canton Insurance HK $430.00

Shanghai Produce & Stock Exchange
Transactions

Shanghai, August 30, 1919.
Japanese Bond: 5%
Tls. 35.30 Sept.
Tls. 37.00 Oct.
Shanghai P. and S. Exchange
Tls. 21.60 Sept.
Tls. 22.40 Oct.
Japan-China S. and W. Co.
Tls. 27.50 Sept.
Tls. 28.00 Oct.
Yangtszepoo Cotton Mill
Tls. 16.00 Oct.
Local Yarn:
Water Moon 16's
Tls. 208.60 Sept.
Tls. 212.50 Oct.
16/20's Tls. 223.00 Oct.
Tls. 219.10 Nov.
Tls. 216.00 Dec.
Tls. 213.50 Jan.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

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Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

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THE MANAGEMENT

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

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The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital	Yen 10,000,000
Head Office	Peking.
Registered in the Ministry of Finance.	

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen Changchun, Mukden, Foochow, Amoy Swatow, Hongkong, Canton.

E. P. KONG
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/–	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Taingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,000,000
	Kuping Tls.
Capital Contributed by Chinese Government	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolayewsk
Chanchun	Harbin	O/Amur
(Kwan-chendze)	Harbin	Peking
	Pristan	Yokohama
Chefoo	Hongkong	Tientsin
Dairen	Manchouli	Shanghai
Hailar	Newchwang	Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	$91,247.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital	£2,000,000
Reserves	£431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中華滙業銀行 Chung Foo Union Bank

(Established in 1917.)

Statutes approved by the Government in 1916.

Head Office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund	$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuehow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuOsaka	
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
W. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	...U.S. $6,500,000
Undivided Profits	.U.S. $2,563,080.00

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$2,000,000.00
Reserve Fund	H.$ 400,000.00
Investment reserve fund	H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
25 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Fully paid-up	48,000,000
Reserve Fund	25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,600.00
Reserve Fund	$1,295,552.60
Special Reserve Fund	$1,595,953.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1918.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £6,333,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betoe
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai
Telephone: Central 2741
Head Office: MANILA
BRANCHES:
37 Broadway, New York, and throughout the Philippines.
Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending August 28, 1919:

There is no change to report in the state of the local market. The present condition of tight money and high exchange combine to produce a state of dullness and inactivity. Rubber rates remain unchanged.

Passengers Departed

Per K.M.A. s.s. Kaiping for Chinwangtao: Mrs. A. Walker, Mr. Boyd, Mr. and Mrs. Bidwell and child.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in any part of the World.

Financial And Commercial News

Hongkong Market

Messrs. Moxon and Taylor write as follows in their report dated August 23:

Business has been fairly active during the period under review and prices generally remain very steady. Hongkong Docks register a smart advance as detailed below.

Banks.—Hongkong Banks, although Sterling exchange continues very high, the local market has risen to $670 buyers.

Marine Insurances.—Cantons are wanted at $430. North Chinas at Tls. 220 are nominal. Unions have been the medium of a fair amount of business. The market closing with buyers offering $215. Yangtszes at $280 are without business.

Fire Insurances.—China Fires at $138½ and Hongkong Fires at $340 are unaltered.

Shipping.—Douglases have eased off slightly with sellers offering at $95. Steamboats have been done at $34¼ and there are buyers at this price. Deferred Indos have again advanced and are now wanted for cash at $193. London still quoted £41 10s. Our London Agents advise that the British Treasury restrictions regarding sale of shares held in British Possessions by British subjects have been removed. We trust that this means free intercourse again between London and the Colonies as regards share business. Star Ferries have buyers at $35½. Shells are now quoted £81 15s. in London.

Refineries.—China Sugars have eased off to $178. Malabons are wanted at $40.

Oils and Mining.—Raubs are in request at $2.10. Ural Caspians have sellers at 45s. Tronohs at 44/6 are still wanted as are Kailans at 60s. Langkats are buyers offering Tls. 19½ for cash and Tls. 20 for September. Anglo-Egyptian "B" are quoted £5 10s. in London ex the final dividend of 2s.

Docks, Wharves and Godowns.—Kowloon Wharves are a strong market with buyers offering $100 for cash equivalent rates forward. Hongkew Wharves are unaltered. Hongkong Docks after some hesitation, the market has firmed up and there are buyers for cash at $172. Shanghai Docks have been done at $120 for September—Shanghai selling. New Engineerings at Tls. 26 are unaltered.

Lands, Hotels and Buildings.—Centrals have changed hands at $110. Hongkong Lands are quiet but steady at $122. Humphreys are wanted at $8.75. Hotels at $124 are neglected. Kowloon Lands at $46 are nominal. Reclamations at $175 are without business. West Points at $94 have been paid.

Shanghai Cottons.—The balance at credit of Profit and Loss at 30th June last is given as Tls. 1,362,014.01 which the Directors will recommend to be dealt with as follows: Dividend of Tls. 18.00, Tls. 720,000; To Special Reserve, Tls. 550,000; To Depreciation, Tls. 60,379.38; and Carry Forward Tls. 31,634.63.

Electric Companies.—Hongkong Electrics, the squeeze apparently continues and $187 could probably be for a line. China Lights have improved to a buying rate of $6.30 for the old and $2.30 for the new. Hongkong Trams are quiet at $8.60.

Miscellaneous.—China Borneos at $13 are nominal as are Dairy Farms at $30. Ropes have changed hands at $32 cum the Interim dividend of $1 about to be paid as per the following announcement:

Providents at $9 are quiet but steady. Cements might be placed at $8.30. Powells at $12 are still in demand. Waterboats at $16½ have sellers.

Watsons at $5.50 are still in request.

Rubbers.—Linggis, London quote £3. 6. 3.

Exchange.—The Demand selling rate on London is 3/10 3-16 and the T.T. selling rate on Shanghai is 63 nominal.

Silk Market

In their report for week ending August 29. Messrs. William Little and Co. write as follows:

White Silk.—The market continues devoid of interest.

Yellow Silk.—A certain amount of business has been passing for shipment for next English mail.

Mienyangs.—S. C. 1, 2, Tls. 440, 420. C. H. 1, 2, 3, Tls. 430, 410, 390. F. K. 1, 2, Tls. 395, 375.

Skeins.—Motsan Gold Peacock 1, 2, Tls. 447½, 432½. Star and Moon 1, 2, 3, 4, Tls. 442½, 427½, Tls. 412½ Tls. 397½.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Kiukiang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Koonshing is due in Shanghai from Tientsin, Chefoo and Weihaiwei tomorrow.

The C.M. s.s. Hwahta left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The I.-C. s.s. Choysang is due in Shanghai from Canton, Hongkong and Swatow on Thursday, September 4.

The B.I. s.s. Itola arrived in Shanghai from Calcutta on Friday afternoon and will sail for the same port via Japan tomorrow.

The M.M. s.s. Porthos, with the French mails of July 18, left Hongkong at four o'clock on Thursday afternoon and is due in Shanghai about 6 a.m. today. The Porthos sails for Kobe and Yokohama on Tuesday.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The I.-C. s.s. Waishing will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Luenyi will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai on Tuesday.

The N.Y.K. s.s. Kamo Maru arrived in Shanghai from Moji yesterday afternoon and will sail for London and ports tomorrow at daylight. The tender with passengers and mails will leave the Customs Jetty at 5 o'clock this afternoon.

The N.Y.K. s.s. Omi Maru left Moji on Friday and is due in Shanghai today.

The N.Y.K. s.s. Chikugo Maru left Nagasaki yesterday and is due in Shanghai tomorrow.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki today and is due in Shanghai on Tuesday.

The P. & O. s.s. Dunera will sail for Bombay via Hongkong, Singapore and Colombo on Tuesday morning and the tender with outgoing passengers and mails will leave the Customs Jetty at 5 o'clock tomorrow afternoon.

The P. & O. s.s. Nagoya will leave Kobe tomorrow and is due in Shanghai on Thursday afternoon.

The C.M. s.s. China arrived in Shanghai yesterday and will sail for Hongkong direct tomorrow morning at 6 o'clock.

The Blue Funnel s.s. Titan, from Liverpool, left Singapore for Hongkong and Shanghai on Tuesday, August 26.

Passengers Arrived

Per C.N. s.s. Woosung from Hankow and ports: Capt. De Wolf, Dr. G. O. W. Taylor, Chief N. O. Sterling, Messrs. H. Mann, H. M. Rogers, Thos. Haivorsen, Buchanan, J. Porter, E. Dewer, Clarke.

Per N.S. s.s. Hsin Ningshao from Ningpo: Messrs. C. H. Tricker, A. Hudson.

Per C.N. s.s. Tean from Hongkong: Colonels Strookoff, Gramotoff, Dorotnisin, Iaroshaff, Lt. Colonels Tootolmin, Rankint, Iarosheff, Datsenko, Captains Abramoff, Bryesitsky, Golikoff, Takshinsky, Ribalchenko, Toprujenko I, Toprojenko 2, Sisen, Viasenko, Akimoff, Lipensky, Corniash, Fedoroff, Yookoff, Geroshko, Metelsky, Bootsvitch, Panoff, Stadnitsky Kolendo, Telaguen, Lieut. Glooskoff, 2 Lieuts. Doorneff, Makasey Shibinsky, Guilferdin, Piskoonoff, Deineguin, Rodoinoff, Ktitoroff, Ostaia Dmoshinsky, Starosky, Babievsky, Perepletchekoff Roammovsky, Tarofieff, Diakoff Lebedeff, Rosanoff, Boonin, Karoos, Dooskinkevitch.

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Per s.s. China from San Francisco; Mrs. R. E. Alverez, Mrs. V. Badorf, Major F. B. Baldwin, U. U.S.A., Mrs. L. Benjamin, Mr. and Mrs. C. N. Bower, Dr. and Mrs. H. J. and Miss L. Brown, Mr. and Mrs. L. A. and Miss R. L. Carr, Misses M. J. Carroll, C. G. Curtis, R. Higgins, E. L. Roberts, E. K. Beaver, V. Doria, E. A. Remar, B. Prentice, L. Verion, G. Funds, C. V. Gray, Mr. and Mrs. S. J. Goering, Mr. and Mrs. D. Haimovitch, Master A. Haimovitch, Misses A. and G. Haimovitch, Mrs. C. P. and Miss S. Langford. Mr. and Mrs. C. P. and Master R. Lillie, Misses A. and E. Lillie, Lieut. P. A. Miller, Master P. P. Parker, Mrs. S. Pike, Judge F. J. Schuhl, Dr. and Mrs. A. C. Selmon, Rev. and Mrs. W. Voth. Mr. and Mrs. H. O. Young, Mrs. Liao Chung-of and 2 children, Mrs. F. G. and Miss H. M. Richardson, Mr. and Mrs. Hildebrand, Mr. and Mrs. C. M. Cottrell and 3 children, Mr. and Mrs. F. Mackins and child, Mrs. A. R. Comerford and 2 children Mr. and Mrs. Farjeon, Mr. and Mrs. H. R. Lequier and 2 children, Messrs. C. Barkman, E. P. Graham Barrow, D. Benjamin, G. Capello, C. W. Clifford, A. Croma, H. Fox, F. Timberlake, V. Haimovitch, G. Handelman, G. Hsu, Irving, Hsu, H. C. Hwang, J. E. Jacobs, H. K. Kung, G. O. Levinge, O. Loveland, E. Salve, T. H. Shu, J. D. Steele, F. J. Tau, K. H. Tu, Wong Kin, M. Bolte, W. H. Trecharens, F. Duois, T. Saphiere, E. H. Groom, T. D. Frawley, P. Mathews, T. G. Blyths, H. Barter, E. J. Hartford, T. Graves, F. S. Richardson, A. Crosby, F. Sutterly, H. E. R. Plaff, J. D. Buchanan, L. C. Bashman, A. S. Green R. R. Smith, J. H. Vorys, G. R. Arthur, W. Spark, W. Shipley, T. H. Brownlis; through passengers for Hongkong: Misses M. A. Buxton, N. Carey, C. Chenowith, A. Ewing, F. Curtis, E. Elliott, Lo Kwai-yeun, L. Montgomery, I. Thompson, Mr. and Mrs. Chen Chifat, Master E., A. and R. Chen, Mr. and Mrs. L. S. Hanna, Mr. and Mrs. Lo Lok-chai and nurse, Mrs. B. H. Plummer, Dr. Caho Chu-wu, Messrs. Fung Ching, P. S. Foo, S. Hawthorne, E. P. Ladd, R. Laperal, F. L. Lichauco Jr. R. W. Mandelson, T. K. Wu.

Per C.N. s.s. Ngankin from Hankow, etc.: Miss Duluage, 6 Naval Ratings, Mr. Leilo, Bishop and Mrs. Roots, Master J. and T. Roots, Messrs. Trueman, Couling, Rev. J. Littell.

Siccawei Weather Report

29.—The old typhoon, become a moderate depression, veers to NE, across the Gulf of Pechihli, and goes to cross the sea of Japan, taking new vigour at sea. The one of the Pacific, to the E of Luzon threatens the N half of that Island, and Formosa, travelling towards WNW. Decrease of monsoon, increase of heat.

30.—Fine weather, cloudy. Nearly no dew. The moderate breeze keeps steadily to the S. The pressure has begun to fall again.

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HANKOW & PORTS.—The Str. Kianghsin, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M. S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Hwah Lee, (chartered) 1,151 Tons, Capt. Lee, will sail for the above-mentioned ports from Hunt's Wharf on Monday, September 1, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Freight Tel. C. 250. Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Str. Tachang Maru Captain Y. Tsutsuki, will be despatched from N.K.K. Pootung Wharf on Monday, September 1, at about 12 o'clock (Midnight). This Steamer has extra spacious Staterooms (electric fans fitted), European food of the best cuisine is provided. The last steam launch will leave Canton Road Jetty at 11 p.m. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Nganking Captain H. A. Wavell will leave from the French Bund on Monday, September 1, at about 12 o'clock (midnight). This steamer has extra large staterooms, (electric fans fitted) Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage apply to BUTTERFIELD & SWIRE Agents. Freight Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 2,895 Tons, Captain Findelson, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, September 2, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Freight Tel. C. 250. Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Steamer Tafoo Maru, Captain M. Tokeo, will be despatched from N.K.K. Pootung Wharf on Tuesday, September 2 at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Kiukiang, Captain J. Pocock, will leave on Wednesday, September 3, at about 12 o'clock midnight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

HANKOW & PORTS.—The Co.'s Steamer Nanyang Maru, Captain F. Takeda, will be despatched from N.Y.K. Mail Wharf on Wednesday, September 3, at about 12 o'clock midnight. For Freight & Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Steamer Talee Maru, Captain G. Kawamura, will be despatched from N.K.K. Pootung Wharf on Thursday, September 4, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA. No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, September 4, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Suiwo, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports form Hunts Wharf on Friday, September 5, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 250 Freight, Tel. C. 240 Passage.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Waishing, 1,864, Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on Saturday, September 6, about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

For Southern Ports

SWATOW.—The China Navigation Co.'s Steamer Hoihow, Captain F. M. Dillon, will leave on Sunday, August 31, at daylight. For Freight apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. Benson, will leave from the French Bund direct for the above ports on Sunday, August 31, at afternoon. For Freihgt or Passage apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinkiang, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on Sunday, August 31, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain A. Scott R. N. R., will leave from the French Bund on Monday, September 1, at 5:30 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Captain D. D. Ross, will leave on Tuesday, afternoon at 4 p.m. For Freight or Passage apply to C.M. S.N. Co.

HONGKONG & CANTON.—The Str. Kwangtah, Captain C. Stewart, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer Tean, Captain A. J. Scott, will leave from the French Bund direct for the above ports on Tuesday, September 2, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Yingchow, Captain E. B. Simons, will leave from the French Bund on Tuesday, September 2, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW.—The China Navigation Co.'s Steamer Shansi, Captain J. B. Evans, will leave on Wednesday, September 3, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer Kohoku Maru, Captain N. Tsubaki, will be despatched from the Co.'s Yangtszepoo wharf on September 5, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kashia at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234.

HONGKONG.—The Str. Chicago Maru, Captain S. Yamane, will be despatched from the Co.'s Yangtszepoo wharf on September 19, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

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ANTUNG.—The China Navigation Co's Steamer Kweilin, Captain A. McDowell, will leave on Tuesday, September 2, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

CHEFOO & TIENTSIN.—The Str. Feiching, Captain J. Smith, will leave on Tuesday morning. For Freight or Passage apply to C.M. S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Fengtien Captain McIntosh, will leave from the French Bund on Tuesday, September 2, at 3 p.m. This steamer has extra large staterooms, (electric fans fitted) Smoking Room, and all the conveniences usually found in a first class Mail Steamer. An excellent table is provided. For Freight or Passage, apply to BUTTERFIELD & SWIRE Agents. Freight Tel. No. 77.

TSINGTAO.—The China Navigation Co.'s Steamer Kwangse Captain W. McDonald, will leave on Tuesday, September 2, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TIENTSIN.—The China Navigation Co.'s Steamer Chekiang, Captain H. A. Walker, will leave on Wednesday, Sept. 3, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

TIENTSIN & DAIREN via TSINGTAU.—The Steamer Keelung Maru, Captain J. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on September 6, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234

For Foreign Ports

LONDON, via ROTTERDAM.—The Str. Alaska M., Capt. S. Agawa, will be despatched from the Co.'s No. 9 Buoy on September 20. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

GENOA & MARSEILLES.—The Steamer Java Maru, Captain J. Furimura, will be despatched from Shanghai on September 28. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

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BRANCH OFFICES, Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Agencies throughout the world.
Operating the following Far Eastern services for account of the United States Shipping Board:
U.S.A. PACIFIC COAST—JAPAN, CHINA, AND PHILIPPINES.
All 8,800 tons D.W.

S.S. WEST HENSHAW due Shanghai, Sept. 5.	S.S. WEST IRIS due Shanghai Sept. 15.
S.S. "WEST CACTUS" due Shanghai Sept. 15.	S.S. ELKRIDGE due Shanghai, Oct. 5.

also
S.S. "WEST CAJOOT" "WEST HELIX" "WESTERN GLEN"
S.S. "WEST IBIS," "WEST CADDO," and "DUEL"
arrivals to be announced later.
Above steamers will call at Shanghai, homeward bound, when sufficient inducement offers.
Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" AND "CHINA"
(13,000 TONS) (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "CHINA"	SEP.	14th
S.S. "NILE"	OCT.	4th
*S.S. "NANKING"	NOV.	4th

*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "CHINA"	AUGUST	31st
S.S. 'NANKING"	OCTOBER	21st

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons			
IYO MARU	12,500	Capt. S. Murazumo,	Sept.	15
ATSUTA MARU	16,000	Capt. K. Inatsu	Sept.	29

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMI MARU	22,000	Capt. T. Irisawa,	Sept.	24
KATORI MARU	19,000	Capt. E. Tozawa,	Oct.	23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. Y. Takahashi,	Sept.	5
YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	Sept.	12

SHANGHAI, NAGASAKI and KOBE

CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Sept.	3

MOJI, KOBE AND OSAKA LINE

OMI MARU	7,000	Capt. H. Yamamoto,	Sept.	3
KUMANO MARU	9,500	Capt. T. Sekine,	Sept.	6
TAKESHIMA MARU	4,500	Capt. D. Awoshima,	Sept.	10
YAWATA MARU	7,000	Capt. H. Nojiri,	Sept.	13

FOR JAPAN

SHIDZUOKA MARU	12,500	Capt. R. Ozaki,	Sept.	8

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept.	29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Sept.	8

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. M. Nishimura,	Sept.	24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct.	22
AKI MARU	12,500	Capt. S. Shibata,	Nov.	19

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNEMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.		
20.35	8.35		0	dep.	Peking	arr.	19.50		
23.45	11.12		..	arr.	Tientsin-Central	dep.	17.00		
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53		
24.00	11.25		..	arr.	Tientsin-East	dep.	16.45		
19.35	..		524	arr.	Mukden	dep.	..		

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line			Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East	arr.	17.05	15.45	20.15
6.55	9.55	11.40	..	arr.	Tientsin-Central	dep.	16.55	15.35	20.05
7.25	10.15	11.55	2.71	dep.	Tientsin-Central	arr.	16.31	15.20	19.45
13.02	16.00	15.30	78	dep.	Tsangchow	dep.	13.05	11.28	15.22
16.40	19.20	18.08	148	dep.	Tsehow	dep.	10.53	8.47	11.56
19.57	22.12	20.21	—	arr.	Tsinanfu	dep.	8.06	6.00	8.30
7.	2		220		2				8.
6.00	22.25	20.31	—	dep.	Tsinanfu	arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	arr.	Taianfu	dep.	6.01	3.25	16.24
12.27	3.47	0.38	318	dep.	Taianfu	arr.	3.49	0.40	13.00
12.47	4.02	0.48		arr.	Taianfu	dep.	3.39	0.02	12.38
16.30	6.55	3.16	377	dep.	Liuchwang	dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Taochwfu	dep.	22.36	19.20	6.20
9.	2		420		2				10.
5.40	9.00	4 57	—	dep.	Taochwfu	arr.	23.29	19.00	20.50
11.26	13.02	8.33	523	arr.	Pengpu	dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu	arr.	19.46	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.27
20.08	18.55	13.00	631	arr.	Pukow	dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line			Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50	
7.00	21.00	193	arr.	Shanghai-North	dep.	7.55	22.00	

Yenchowfu-Tsinngchow Branch Line				Linchwang-Tsoochwang Branch Line						
13.10	4.10	d. Yenchowfu a.	12.08	23.53	21.30	16.48	9.38	d. Linchwang a.	6.28	15.50	21.00
14.03	5.05	a. Tsoochwang d.	11.15	23.00	22.40	17.50	10.40	a. Taochwang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. E. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. E. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 31, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Amoy, Hongkong & Canton	Sunning	12.00	..	..	..	..	11.30
Hongkong and Canton	China	22.00	..	..	..	..	22.00
Japan, Canada, U.S.A. and Europe	Kashima M.	17.00	..	..	..	..	16.30
Europe via Hongkong	Kamo Maru	..	..	..	..	16.00	15.30
Swatow	Holhow	14.00	..	..	..	..	13.30
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Kamo Maru	15.00	..	..	..	..	14.30
Tomorrow.							
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	Dunera	..	A17.00	..	..	..	17.00
Swatow, Hongkong & Canton	Yingchow	22.00	..	..	..	..	22.00
Swatow and Hongkong	do	..	17.00	..	..	..	..
Hongkong	Tean	..	17.00	..	..	..	..
Hongkong and Canton	do	22.00	..	..	..	..	22.00
Europe via Suez	Dunera	17.00	..	..	..	..	16.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow and Hongkong	Kwongsang	22.00	..	..	..	..	22.00
Chefoo	Feiching	22.00	..	..	..	..	22.00
Hongkong and Canton	Kwangtah	22.00	..	..	..	..	22.00
Swatow and Hongkong	Kwongsang	..	17.00	..	..	..	..
Tuesday, September 2.							
Weihaiwei, Chefoo & Tientsin	Fengtien	..	14.00	..	..	..	..
Weihaiwei and Chefoo	Fengtien	14.00	..	..	..	..	13.30
Japan Ports	Porthos	9.00	..	..	..	..	8.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Japan Ports	Chikugo Maru	19.00	17.00	..	..	..	18.30
do	Omi M.	19.00	17.00	..	..	..	18.30
Japan & America, via Moji	do	..	..	..	..	B20.00	19.30
Japan & America, via N'saki	Chikugo Maru	..	..	..	..	B20.00	19.30
Swatow	Shansi	..	17.00	..	..	..	..
Tientsin	Chekiang	..	17.30	..	..	..	..
Wednesday, September 3.							
Weihaiwei, Chefoo & Tientsin	Koonshing	..	17.00	..	..	..	..
United Kingdom, via Suez	†Ajax	..	14.00	..	..	..	..
Thursday, September 4							
H'kong, S. Ports, Straits, Ceylon, India and Europe via Suez	Nagoya	..	A17.00	..	..	..	17.00

*Superscribed mail only
† Parcels only.
A Parcels at 5 p.m.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
and money orders 4 p.m.
E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 11 for S. N. R. 13 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train

Mails closed by 7:55 train should reach Tientsin only 45 minutes later than those closed for the previous night's train.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
		Ralph Moller	Br.	M. & Co.
July 16		Taishia Maru	Jap.	
Aug. 1	—	Tikai Maru	Jap.	
Aug. 4	— Chinwangtao	Hwahkun	Chi.	T.T.S.N. Co.
Aug. 7	— Japan	Shikano Maru	Jap.	M.B.K.
Aug. 10	— River ports	Yei Maru	Jap.	M.B.K.
Aug. 10	— Tsingtau	Taiten Maru	Br.	B. & S.
Aug. 15	—	Wenchow	Br.	B. & S.
Aug. 16	— Japan	Nagoya Maru	Jap.	
Aug. 17	—	Shinon	Chi.	S.P.S.N. Co.
Aug. 20	— Swatow	Tientsin	Br.	B. & S.
Aug. 21	—	L. W. Ostrander		
Aug. 21	— New York v. V'tok	Jason	Br.	B. & S.
Aug. 21	— New York v. P'ma	Ajax	Br.	B. & S.
Aug. 22	— Hongkong	Tungshing	Br.	J. M. & Co.
Aug. 23	— Cruise	Likin	Chi.	Customs
Aug. 23	— New York	K. Companion	Br.	B. & S.
Aug. 23	—	Shasi	Br.	B. & S.
Aug. 24	—	Hwahchie	Chi.	T.T.S.S.Co.
Aug. 24	— Japan	Fuyo Maru	Jap.	S. Shokai
Aug. 24	— Cruise	Pingching	Chi.	Customs
Aug. 26	— Japan	Atagosan Maru	Jap.	
Aug. 26	—	Chinpu		
Aug. 26	— San Francisco	West Kasson	Am.	P.M.S.S. Co.
Aug. 27	— Chinwangtao	Kaiping	Br.	K.M.A.
Aug. 27	— New York, etc.	Tsurugа Maru	Jap.	N.Y.K.
Aug. 27	— Japan	Sendaigawa M.	Jap.	
Aug. 27	— Japan	Gogan Maru	Jap.	
Aug. 29	— River ports	Klangfoo	Chi.	C.M.S.N. Co.
Aug. 29	— River ports	Ningshao	Chi.	N.S.S.N. Co.
Aug. 29	— River ports	Tuckwo	Br.	J. M. & Co.
Aug. 29	— River ports	Siangyang Maru	Jap.	N. K. K.
Aug. 29	— Hongkong	Sunning	Br.	B. & S.
Aug. 29	— Hongkong	Sinkiang	Br.	B. & S.
Aug. 29	— Hongkong	Haintah	Chi.	C.M.S.N. Co.
Aug. 29	— Hongkong	Chekiang	Br.	B. & S.
Aug. 29	— Hongkong	Africa Maru	Jap.	O. S. K.
Aug. 29	— Hongkong	Paling Maru	Jap.	N.Y.K.
Aug. 29	— Japan	Wakanoura M.	Jap.	N. Y. K.
Aug. 29	— Japan	Hanamet	Am.	
Aug. 29	— Swatow	Loksang	Br.	J.M. & Co.
Aug. 29	— Hongkong	Wosang	Br.	J.M. & Co.
Aug. 29	— Swatow	Holhow	Br.	B. & S.
Aug. 29	— Calcutta	Itola	Br.	M.M. & Co.
Aug. 29	— Bombay	Dunera	Br.	M.M. & Co.
Aug. 29	— Antung	Kwellin	Br.	B. & S.
		Unda	Br.	A. P. Co.
Aug. 30	— Tientsin, ports	Fengtien	Br.	B. & S.
Aug. 30	— Japan	Santen Maru	Jap.	
Aug. 30	— Japan	Sakurajima Maru	Jap.	
Aug. 30	— Japan	Kamo Maru	Jap.	N.Y.K.
Aug. 30	— San Francisco	China	Am.	C.M.S.S. Co.
Aug. 30	— Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Aug. 30	— Hongkong	Tean	Br.	B. & S.
Aug. 30	— Hongkong	Kwongsang	Br.	J. M. & Co.
Aug. 30	— Tientsin, ports	Feiching	Am.	C.M.S.S. Co.
Aug. 30	— River ports	Hwahlee	[redacted]	
Aug. 30	— River ports	Ngankin	Br.	B. & S.
Aug. 30	— River ports	Kianghsin	Chi.	C.M.S.N. Co.
Aug. 30	— River ports	Tachang Maru	Jap.	N. K. K.
Aug. 30	— Cruise	Chuentiao		
Aug. 30		Sakurajima M.	Jap.	

MEN OF WAR IN PORT

Section	Date From	Name	Flag and Rating
WTW		Snipe	Br. gun-boat
W.T.W.		Nightingale	Br. gun-boat
S N B	June 19	Kinsha	Br. gun-boat
O D W	July 15	Woodlark	Br. gunboat
1 C.		Novaki	Jap. destroyer
T.P.D.W.	July 26	Monocacy	Am. gun-boat
2 C.	Aug. 15	Wilmington	Am. gun-boat
1 C	Aug. 21	General Alava	Am. gun-boat
P. & O.B.I.	Aug. 27	Cadmus	Br. gun-boat
1 C.	Aug. 29	Scarab	Br. gun-boat

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
	—	San Francisco	West Conab	Am.	P.M.S.S. Co.
Sep. 1	—	New York via Suez	Tenkai	Br.	B. & S.
Sep. 4	—	Vancouver	Melville Dollar	Br.	R. D. & Co.
Sep. 5	—	Seattle	Western Knight	Am.	R. D. Co.
Sep. 6	—	Seattle	Eldridge	Am.	R. D. Co.
Sep. 11	—	Vancouver	Methven	Br.	C.P.O.S.
Sep. 12	—	San Francisco	West Vaca	Am.	P.M.S.S. Co.
Sep. 13	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
Sept. 14	—	San Francisco	China	Chi.	C.M.S.N. Co.
Sep. 17	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Sep. 18	—	New York	Bolton Castle	Br.	D. & Co.
Sep. 18	—	San Francisco	Tancred	Am.	R. D. Co.
			Fushimi Maru	Jap.	N. Y. K.
			Nile	Am.	C.M.S.S. Co.
			E. of Asia	Br.	C.P.O.S.
			Tenyo Maru	Jap.	T. K. K.
			Eurymedon	Br.	B. & S.
			E. of Japan	Br.	C.P.O.S.
			Katori Maru	Jap.	N.Y.K.
			Monteagle	Br.	C.P.O.S.
			Lowther Castle	Br.	D. & Co.
			Seattle Dollar	Br.	R. D. & Co.
			Shinyo Maru	Jap.	T.K.K.
			E. of Russia	Br.	C.P.O.S.
			Nanking	Am.	C.M.S.S. Co.
			E. of Asia	Br.	C.P.O.S.
			E. of Japan	Br.	C.P.O.S.

FOR PORTS

		orthos	Fr.	M. M. Cie.
		mi Maru	Jap.	N. Y. K.
		hikugo Maru	Jap.	N. Y. K.
		umano Maru	Jap.	N. Y. K.
		hidzuoka Maru	Jap.	N. Y. K.
		akeshima Maru	Jap.	N. Y. K.
		amashiro Maru	Jap.	N. Y. K.
		awata Maru	Jap.	N. Y. K.

A, STRAITS, ETC.

	—	London	Kentucky	Am.	J.M. & Co.
	—	London, etc.	Pyrrhus	Br.	B. & S.
Sep. 1	—	Calcutta v Japan	Tiela	Br.	M. & Co.
Sep. 1	—	London	Kamo Maru	Jap.	N. Y. K.
Sep. 2	—	Bombay	Dunera	Br.	P.&O.S.N. Co.
Sep. 3	—	London	Ajax	Br.	B. & S.
Sep. 4	—	London	Nagoya	Br.	P.&O.S.N. Co.
Sep. 4	—	Liverpool	Orestes	Br.	B. & S.
Sep. 7	—	Liverpool	Antilochus	Br.	B. & S.
Sep. 9	—	Trieste	Gablonz	Br.	D. & Co.
Sep. 11	—	London, etc.	Silenor	Br.	B. & S.
Sep. 12	—	Liverpool	Orestes	Br.	B. & S.
Sep. 15	—	London	Iyo Maru	Jap.	N. Y. K.
Sep. 17	—	London	Glenlffer	Br.	G. L. E. A.
Sep. 17	—	London	Alaska Maru	Jap.	O. S. K.
Sep. 25	—	Marseilles	Porthos	Fr.	M.M. Cie
Sep. 28	—	Genoa & Marseilles	Java Maru	Jap.	O.S.K.
Oct. 2	—	London, etc.	Titan	Br.	B. & S.
Oct. 15	—	London	Carnarvonshire	Br.	G. L. E. A.
Oct. 23	—	London	Khiva	Br.	P.&O.S.N. Co.

FOR SOUTHERN PORTS

Aug. 31	2.00	Swatow	Holhow	Br.	B. & S.
Aug. 31	7.00*	Swatow, H'kong, C'ton	Wosang	Br.	J. M. & Co.
Aug. 31	—	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Aug. 31	D.L.	Hongkong & Canton	Sinkiang	Br.	B. & S.
Sep. 1	6.00*	— Hongkong	China	Br.	
Sep. 1	5.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep. 1	4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Sep. 2	4.00	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Sep. 2	—	Hongkong & Canton	Kwangtah	Chi.	C.M.S.N. Co.
Sep. 2	7.00*	Stow, H'kong, C'ton	Kwongsang	Br.	J.M. & Co.
Sep. 2	D.L.	Hongkong and Canton	Tean	Br.	B. & S.
Sep. 2	D.L.	Stow, H'kong, C'ton	Yingchow	Br.	B. & S.
Sep. 2	D.L.	Swatow	Shansi	Br.	B. & S.
Sep. 5	—	Foochow, etc.	Kohoku M.	Jap.	O.S.K.
Sep. 5	—	Manila & Hongkong	Fushimi Maru	Jap.	N. Y. K.
Sep. 19	—	Manila and Hongkong	E. of Asia	Br.	C.P.O.S.
Sep. 20	—	Manila & Hongkong	Ecuador	Am.	P.M.S.S. Co
	—	Manila & Hongkong	West Vaca	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Aug. 31	—	Tientsin	Haintah	Chi.	C.M.S.N. Co.
Sep. 2	D.L.	Antung	Kwellin	Br.	B. & S.
Sep. 2		Chefoo & Tientsin	Feiching	Chi.	C.M.S.N. Co.
Sep. 2	D.L.	Tsingtau	Kwangse	Br.	B. & S.
Sep. 2	5.00	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Sep. 3	D.L.	Tientsin	Chekiang	Br.	B. & S.
Sep. 4	8.00*	Dairen	Sakaki Maru	Jap.	S.M.R.
Sep. 4	9.00*	W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
Sep. 5	—	Tientsin, etc.	Keelung M.	Jap.	O. S. K.

FOR RIVER PORTS

Aug. 31	M.N.	Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Aug. 31	noon	Hankow, etc.	Woosung	Br.	B. & S.
Sep. 1	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 1	M.N.	Hankow, etc.	Hwahlee	Br.	J.M. & Co.
Sep. 1	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
Sep. 1	M.N.	Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Sep. 2	M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.
Sep. 2	M.N.	Hankow, etc.	Tafoo Maru	Jap.	N. K. K.
Sep. 2	D.L.	Halchow Eching	Foochow	Br.	B. & S.
Sep. 3	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Sep. 3	M.N.	Hankow, etc.	Klukiang	Br.	B. & S.
Sep. 3	M.N.	Hankow, etc.	Nanyang M.	Jap.	N.K.K.
Sep. 4	M.N.	Hankow, etc.	Talee Maru	Jap.	N. K. K.
Sep. 4	M.N.	Hankow, etc.	Klangyu	Br.	B. & S.
Sep. 4	M.N.	Hankow, etc.	Luenho	Br.	J.M. & Co.
Sep. 5	M.N.	Hankow, etc.	Suiwo	Br.	J.M. & Co.
Sep. 6	M.N.	Hankow, etc.	Waishing	Br.	J. M. & Co.
Sep. 7	M.N.	Hankow, etc.	Klangyung	Chi.	C.M.S.N. Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

Sailed from Shanghai

For San Francisco

Stanley Dollar	July 23
Cadaretta	Aug. 6
Colombia	Aug. 17
Royal Arrow	Aug. 26
Nanking	Aug. 27

For Seattle

West Munham	July 29

For Vancouver

Empress of Asia	Aug. 9

For New York

Euryades	July 24
Muncaster Castle	July 28
Gaelic Prince	Aug. 14
Gothic Prince	Aug. 17

For London, etc.

Tamba Maru	July 1
Penang Maru	July 7
Priam	July 12
Mishima Maru	July 13
Sado Maru	July 21
Meichu Maru	July 30
Kitano Maru	Aug. 5
Neleus	Aug. 5
Kansas	Aug. 6
Helenus	Aug. 9
Amazon Maru	Aug. 9
Pembrokeshire	Aug. 12
Teiresias	Aug. 15
Tomiura Maru	Aug. 17
Inaba Maru	Aug. 18
Benledi	Aug. 20
Agapenor	Aug. 22
Altai Maru	Aug. 28

For Liverpool

Tosa Maru	July 28
Awa Maru	Aug. 1
Tydeus	Aug. 4
Deucalion	Aug. 10
Tajima Maru	Aug. 18

For Copenhagen

Annam	Aug. 16

For Marseilles

Liverpool Maru	July 24
Saratov	Aug. 3
Meinam	Aug. 14
Kenkon Maru	Aug. 17
Andre Lebon	Aug. 25
Kamiji Maru	Aug. 26

For Singapore

Methven	Aug. 16

For Java

Tjikini	Aug. 16

For Batavia

Korsnaes	Aug. 22

For Calcutta

Shingo Maru	Aug. 10
Arratoon Apcar	Aug. 20

Launch Services

TODAY

The tender conveying passengers and mails on board the N.Y.K. s.s. Kamo Maru will leave the Customs Jetty at 5 p.m.

TOMORROW

The tender conveying passengers and mails on board the P. & O. s.s. Dunera will leave the Customs Jetty at 5 p.m.

Wednesday, September 3, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Custom Jetty at 9 p.m.

Friday, September 5, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Simbirak will leave the Customs Jetty at 2 p.m.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B.	$613¼
Chartered	£80 ON
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$430 B.
North China	$220
Union of Canton	Hk. 187½
Yangtsze	Tls. 270
Far Eastern Ins. Co., Ltd.	$24
Fire Insurances	
China Fire	$138
Hongkong Fire	$540 B.
Shipping	
Ind.-China Def.	$180
Indo-China Pref.	
"Shell"	180/—
Shanghai Tug (o)	Tls. 40 B.
Shanghai Tug (f)	Tls. 38½
Mining	
Kaiping	Tls. 12½ B.
Oriental Coal	21/—
Raub	$310 B.
Docks	
Hongkong Dock	$172 B.
Shanghai Dock	Tls. 118 S.
New Eng. Works	Tls. 23½ B.
Wharves	
Shanghai Wharf	Tls. 97
Hongkong Wharf	Tls. 100 B.
Lands and Hotels	
Anglo-French Land	Tls. 76
China Land	Tls. 64 B.
Shanghai Land	
Weihaiwei Land	Tls. 18
Shanghai Hotels Ltd.	
China Realty (ord.)	
China Realty (pref.)	
Cotton Mills	
E-wo	Tls. 305
E-wo Pref.	Tls. 90
Laou-kung-mow	Tls. 205
Oriental	Tls. 110 S.
Shanghai Cotton	Tls. 215
Kungyik	Tls. 27½ B.
Yangtzepoo	Tls. 15 B.
Yangtzepoo Pref.	Tls. 83
Industrials	
Butler Tiles	Tls. 28
China Sugar	$178
Green Island	$8.30 B.
Langkats	Tls. 19½
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 107½
Stores	
Hall and Holtz	$134 B.
Llewellyn	$30
Lane, Crawford	Tls. 80 B.
Moutrie	$83
Watson	$53½ B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 8
Amherst	Tls. 0.30
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 2¾ B.
Ayer Tawah	Tls. 19
Batu Anam 1918	Tls. 0.75
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.60
Chemor United	Tls. 0.90
Chempedak	Tls. 7½
Cheng	Tls. 1.90
Consolidated	Tls. 2¾
Dominion	Tls. 6¼
Gula Kalumpong	Tls. 6 B.
Java Consolidated	Tls. 12
Kamunting	Tls. 4
Kapala	Tls. 0.60
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4½ B.
Kroewoek Java	Tls. 10¾
Padang	Tls. 8.80
Pengkalan Durian	Tls. 8¾ B.
Permata	Tls. 2½
Repah	Tls. 0.82½
Samagaga	Tls. .65 B.
Seekee	Tls. 0.70 B.
Semambu	Tls. 0.80 B.
Senawang	Tls. 8
Shanghai Klebang	Tls. 0.52½ B
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 2
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 8¼
Sua Manggis	Tls. 3¼
S'hai Kalantan	Tls. 0.50
Shanghai Seremban	Tls. 0.85
Taiping	Tls. 1 B.
Tanah Merah	Tls. .57½ B.
Tebong	Tls. 14½
Ulobri	Tls. 2½
Ziangbe	Tls. 4
Miscellaneous	
C. I and E. Lumber	Tls. 250 S.
Culty Dairy	Tls. 13½ B.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 19 B.
Horse Bazaar	Tls. 53
Shanghai Mercury	Tls. 35
Shanghai Telephone	Tls. 75
S'hai Waterworks	Tls. 163¾

S. Sellers. Bs. Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. Central 398

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per P.M. s.s. Venezuela ..... Sep. 13

For Europe
Per P. & O. s.s. Dunera .. Sep. 1

For United Kingdom
*Per B. and S. s.s. Ajax .. Sep. 3

For Japan
Per N.Y.K. s.s. Omi Maru .. Sep. 2

MAILS DUE

From U.S. and Canada
Per N.Y.K. s.s. Fushimi M. Sep. 6

From France
Per M.M. s.s. Porthos .. Aug. 31
* Parcels only to go by the s.s. Ajax.

Business and Official Notices

AUCTION INDEX

MONDAY, September 1st.—Superior Furniture at 33 Yu Yuen Road.

TUESDAY, September 2nd.—Household Furniture, etc., in Salesroom, 10 a.m.

WEDNESDAY, September 3rd.—At Chang Kah Pang Wharf at 3 p.m., Stone Crushing Machine with all accessories.

TUESDAY September 23rd.—Superior Household Furniture and Effects at No. 64 Route Doumer.

MONDAY, September 29th.—At 462 Avenue Joffre, Superior Household Furniture etc.

W. FUNDER & CO.

Will sell within their Salesroom,
No. 49 KIANGSE ROAD
on
Monday, 1st September
at 10 a.m.

BOOKS!
BOOKS!
BOOKS!

Comprising:—

History of China, Books on China, Chinese and English Dictionary, French Books Engineering, New International Webster's Dictionary, Law Books, Medical, Music, Atlas, Business Books of all kinds, etc.

NOW ON VIEW.

25132

Shanghai Race Club

NOTICE

The attention of Members is directed to the notice, plans and specifications of the New Stables to be erected on the Mohawk Lodge Property, now ready for inspection at the Grand Stand.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 348 5 Peking Road.

NOTICE

The offices of the American Consulate-General will be closed to Public Business on Monday, September 1, 1919, LABOR DAY.

W. RODERICK DORSEY,
Consul-in-Charge.

Shanghai, August 30, 1919.

25137

Special Notice To Mariners

No. 539.

China Sea

Yangtze River—
South Channel Entrance.

Middle Ground Upper Buoy damaged by collision.

NOTICE is hereby given that the Middle Ground Upper Buoy, gas lighted, has been damaged by collision and will be replaced as soon as circumstances permit.

T. J. ELDRIDGE,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 30th August, 1919.

MUNICIPAL NOTIFICATION

No. 2648.

Municipal Investment Bank

The following additional Clause to Rule 6 has been approved by the Council.

(c) Subject to giving 3 clear day's notice of his intention, a depositor may close his account at any time, whereupon an allotment of debentures as provided for under Rule 5 will be made, and the balance remaining at his credit will be refunded. No interest will be allowed on such accounts except such as may have been already credited under Rule 4.

By order,
E. S. B. ROWE,
Assistant Secretary.

Council Room,
Shanghai, August 30, 1919.

25156

REUTER'S LIMITED

Mr. Randal Norman Neale will act as Manager for South China for Reuter's, Ltd., from the 1st September, during my absence on leave.

(Sd.) M. J. COX.
Manager for South China.

25139

[redacted]

Business Men's Lunch
at
Sullivan's Candy Store
every day (excepting Sunday)
11.30 a.m. until 2 p.m.
Price 60 cts.

In the United States Court for China

In re Estate of	*Cause No. 817*
FREDERICK EUGENE WEISS,	*Estate No. 302*
Deceased.	NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 1, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

CHESTER B. WEISS,
Administrator,
c-o U.S. Steel Products Co.,
Union Building,
Shanghai, China.

August 31, 1919.

25136

In the United States Court for China

In re Estate of	*Cause No. 811*
HERBERT	*Estate No. 301*
Deceased.	NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before February 10, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) JOSETTE BEEBE DENNIS,
207 North Szechuen Road Ext.,
Shanghai, China.

(Address until September 1, 1919,
Lot No. 80, Kuling, China).

24876

TO LET

ONE large room with hot and cold water and all conveniences. Also one small room: Excellent board. Terms moderate. Apply to 23 North Szechuen Road; telephone North 2554.

25134

WHARFAGE AND STORAGE RATES

On and after September 1st an increase of 15% on the existing Wharfage, Landing, and Storage rates will be charged, excepting for those goods for which Landing Accounts have been issued.

All rebates hitherto allowed will be withdrawn after August 31st, excepting on existing contracts made in writing and still in force at that date.

At the Pootung Wharves a rebate of 7½% will be granted on the Receiving, Storing, and Delivery charges.

Revised tariffs for Wharfage, Landing, and the Storage charges are being drawn up, and will be published in early November, the new tariffs coming into force as from January 1st, 1920.

Changkahpang Wharves. The Mitsubishi Co.
China Merchants' Wharves.
Holt's Wharf.
Kaiyosha's Pootung Wharf.
Nippon Yusen Kaisha's Wharves.
Osaka Shosen Kaisha's Wharves.
Robert Dollar Co.'s Wharf.
Shanghai & Hongkew Wharf Co.'s Wharves.

24814

FOR BRITISH AND AMERICAN

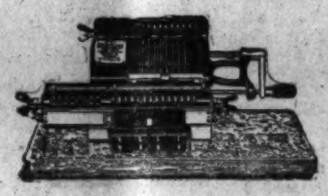
METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

DO FIGURES FAG YOU?



To divide is easy and multiply just as easy with a

MARCHANT

CALCULATING MACHINE

PHONE US FOR DEMONSTRATION

THE OFFICE APPLIANCE CO.

Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add. Mackbauck

When you need a new Storage Battery, there are two vital things to be considered—the *quality* of the battery and the *service* back of it.

Prest-O-Lite is the battery for you.

Service Station And Distributor for China

The Shanghai Horse Bazaar & Motor Co., Ltd.

FILMS DEVELOPED **FREE**

We charge you for printing only.

A LARGE STOCK OF

KODAKS & FILMS

YOUNG PHOTO CO.

No. P61-62 Nanking Road (near Shantung Road).

MARKET QUOTATIONS.

Reuters, Ltd., are receiving from London by cable daily the current market quotations for:—

BAR SILVER	BILLS
EXCHANGES	BONDS
METALS	RUBBER
PRODUCE	COTTON

For particulars, telephone Central 2277 or write to

REUTERS, LTD.
19 Szechuen Road.

25140

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens.

To let, with board, a comfortable room with bath room attached, suitable for two persons. Also one small room.

Apply Mrs. G. POLLOCK.

TO LET

From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO let from September 1st, large comfortable newly furnished rooms equally appropriate for summer and winter. All modern comforts. For particulars apply to Box 259, THE CHINA PRESS.

Oriental House
31 Boone Road.

One large attic, with bath attached, facing garden. Also one small room with bath attached. Moderate prices. Table under the personal supervision of the American proprietress.

Telephone North 1102. 25107 S.3

TO LET with full board, two large well furnished rooms with private bath and large sunny verandah, conveniently located on Bubbling Well Road. Available from Sept. 1. Apply to Box 322, THE CHINA PRESS.

25086

VERY nice furnished rooms with full board. 34 Markham Road

25089

WESTERN DISTRICT, to let, 61 Carter Road, very comfortable furnished suite of large sitting-room and bedroom with bathroom attached; fine view, tennis, tram station. Excellent table.

25110 A.31

TO LET, nicely furnished rooms, with board, use of telephone, etc. Apply No. 78 Bubbling Well Road, Telephone West 1473.

25070 S. 2

OFFICES, ETC., TO LET

OFFICES for rent, Central district. Ten rooms, elevator service. Apply to Box 260, THE CHINA PRESS.

24949

HOUSES TO LET

DIXWELL ROAD: furnished house to let. Five rooms, hot and cold water, etc. Furniture to be taken over by incoming tenant. Apply to Box 336, THE CHINA PRESS.

25125 S.2

TO LET, well-furnished house, four rooms, Western district, rent Tls. 85 per month. Apply to Box 332, THE CHINA PRESS.

25117 A.31

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

24749

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

24750

APARTMENTS WANTED

WANTED, furnished flat from 15th September, by married couple without children; between Range Road and Boone Road or nearest. Apply to Box 339, THE CHINA PRESS.

25138 S.3

Carpets and Rugs
FOR SALE
AT
REASONABLE PRICES
HWA VENG CARPET FACTORY
F94 Bubbling Well Road,
Opposite Race Course.

24236

SITUATION VACANT

WANTED, competent steno-typist, Eurasian. State qualifications and salary required. Apply to Box 338, THE CHINA PRESS.

25134 A.31

THERE is a vacancy for a teacher of English in St. John's Middle School. Lady teacher preferred. School opens September 7. Apply to The Headmaster.

25135 S.3

ASSISTANT MANAGER wanted: Established Imp.-Exp. House, desires broad-gauged man of ability, standing and unquestioned character. Must understand China and Manchurian Products and American merchandise. Must furnish unimpeachable character and ability references, and Bond. Drawing Account G.$4,500.00, with Commissions. Offices: London, New York, Chicago, San Francisco; wide experience. Applications treated in strictest confidence. Reply to Box 340, THE CHINA PRESS.

WANTED, an experienced refrigerating engineer for steamer; C.O.2 machine. Apply personally, with references, to Wm. Katz & Co., 1a Jinkee Road.

25123 S.2

WANTED, stenographer (lady) by a leading import and export firm. Experienced desired; good salary and excellent opportunity for right party. Apply to Box 331, THE CHINA PRESS.

25111 A.31

WANTED, stenographer for the Hankow office of a large American firm. Apply to Box 328, THE CHINA PRESS.

25102 S.3

EDUCATIONAL

FRENCH and Russian lessons given by an experienced and professional lady teacher. Graduate of Petrograd University. Apply to Box 297, THE CHINA PRESS.

25020

WANTED, teacher of English grammar, one pupil. State terms to Box 335, THE CHINA PRESS.

25124 A.31

HOUSES WANTED

WANTED for six months or longer, from about November 15th, furnished flat of four or more rooms, Central location preferred. Apply to Box 318, THE CHINA PRESS.

25083

WANTED, furnished house, five or more rooms, in French settlement or western district, from about November first, for at least five months. Apply to Box 319, THE CHINA PRESS.

25083

Exchange and Mart

FOR SALE, "Reckless Ross's" Drome motor-cycles. All Indian-Twins. Apply to Box 337, THE CHINA PRESS.

25129 S.2

FORD Town Car (Landaulette) for sale. Latest model, almost new, fitted with various extras. Just the car for the coming season. Apply to Box 323, THE CHINA PRESS.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

24784

FOR SALE, 7-passenger, Winton, 6-cylinder touring car. Has been in private use only and is in good condition. Inspection and demonstration invited. Apply to Box 303, THE CHINA PRESS.

25043

Amusement Advertising will be found on Page 25

Business and Official Notices are Continued on Page 23

To conform with U. S. Postal regulations all advertisements of Wines, Spirits and Liquors have been removed.

Magazine and Automobile Section of The China Press, Sunday, August 31, 1919

In The Sea

By Vicente Blasco Ibanez

THIS deeply moving tale of the sea is by the famous Spanish novelist who wrote "The Four Horsemen of the Apocalypse." He is considered one of the greatest masters of realism literature has seen since Edgar Allan Poe.

"Far off, at the place where the boat had almost succumbed to the waves, a black object floated upon the waters. 'There he is!' cried the father, as he dived into the sea."

AT 2 o'clock in the morning there was a knock at the door of the cabin.

"Antonio! Antonio!"

Antonio sprang out of bed. It was his godfather, his fishing companion, who told him to make ready for setting sail.

He had slept little that night. At 11 he was still chatting with Rufina, his poor wife, who tossed restlessly about the bed speaking of their affairs. Things could not be worse. Such a Summer! The previous season the tunnies had overrun the Mediterranean in endless shoals. At least two or three hundred arrobas (an arroba is equivalent to about twenty-five pounds) of them had been killed daily; money circulated like a blessing from God, and those who, like Antonio, attended to business and laid aside a bit had been able to rise from the position of a simple sailor, purchase a boat, and go fishing on their own account.

The little harbor was filled. A veritable fleet anchored in it every night, leaving scarcely enough room in which to move about; but with the increase in boats had come a dearth of fish.

The nets brought up only seaweed or little fish; small fry that was fit only for the pan. The tunnies this year had taken another route, and nobody had yet succeeded in landing one.

Rufina was terrified by the situation. There was no money in the house; they owed the baker and the shopkeeper; Senor Tomas, a retired shipowner who controlled the village through his loans at exorbitant rates, threatened them continually if they did not pay something of the fifty duros (with interest!) that he had loaned them for the completion of that trim, swift-sailing craft which had consumed all of Antonio's savings.

Antonio, while he dressed, awakened his son, a little shipboy of nine, who accompanied him on all his trips and performed the work of a man.

"Let's hope you'll have better luck today," murmured the woman from her place in the bed. "In the kitchen you'll find the lunch basket. They refused to trust me yesterday at the grocer's. Ah, Lord! And such a dog's life!"

"Silence, woman! The sea is bad, but God will provide. Only yesterday some one spied a tunny swimming all alone; an old fellow that they reckon must weigh more than thirty arrobas. Imagine if we should catch him! He'd bring at least seventy duros" (a silver coin equivalent to about a dollar).

And as the fisherman completed his preparations he thought of that huge fish, alone and separated from its shoal, which from force of habit had returned to the same waters as the previous year.

* * * * * * * *

The fleet moved off in the darkness with its undulating stockade of masts. On the decks scurried the black silhouettes of the crews; the silence was rent by the noise of falling masts, the creaking of pulleys and ropes, the sails spread out in the obscurity like enormous sheets.

The straight streets of the village extended almost to the water's edge; they were lined by white cottages where for the season Summer boarders were lodged; all the families that came from the interior in quest of the sea. Hard by the wharf a large ugly structure shone, with windows as bright as glowing furnaces, sending furrows of light across the restless waters.

It was the Casino. Antonio cast a glance of hatred at the building. How those folks remained awake all night! They must be gambling now. If only they had to get up early in the morning to earn their living!

"Hoist the sail! Hoist! They're all leaving us behind!"

The godfather and Antonio pulled at the ropes and slowly the lateen sail rose, quivering as the wind filled it.

At first the boat sped gently over the calm surface of the bay; then the waves began to roll and the vessel commenced to lurch. They were beyond the limits, on the open sea.

Before them, the obscure infinite, in which twinkled the stars; all around them, upon the dark sea, vessels and still more vessels, which vanished into the distance like pointed spectres gliding over the waters.

The godfather looked at the horizon

"Antonio, the wind's shifting."

"I notice that."

"We're due for a heavy sea."

"I know. But forward! Let's out-distance the other vessels that crowd the sea."

And the boat, instead of following the craft that hugged the coast, continued with its prow pointed to the high seas.

Dawn came. The sun, red and notched like a huge sealing wafer, traced a fiery triangle over the sea, and the waters seethed as if reflecting a conflagration.

Antonio seized the helm, his companion was at the mast, and the little boy stood at the prow exploring the sea. From the stern and the gunwales hung a profusion of lines that dragged the bait through the water. From time to time a pull, and up came a fish, which wriggled and glittered like animated tin. But it was all small fry—nothing.

And thus the hours passed; the vessel sailed straight ahead, now careening as if with a jump, even showing its red belly. It was warm, and Antonio slipped off through the hatchway to take a drink from the cask of water that stood in the narrow hold.

At 10 they had lost sight of land; from the stern there were visible only the distant sails of other boats, appearing like the fins of white fishes.

"Why, Antonio!" exclaimed the godfather. "Are we going to Oran? If the fish don't care to show up it's the same here as further out."

Antonio turned the wheel, and the vessel changed tack, but not in the direction of the land.

"Now," he said, "let's have a bite. Godfather, fetch the lunch basket. The fish will come when they please."

The wind was blowing strong, and the ship listed roughly over the high waves.

"Pa!" shouted Antonico, from the prow. "A big fish! Awful big! A tunny!"

The onions and the bread went rolling off toward the stern, and the two men rushed to the gunwale.

Yes. It was a tunny. A huge, big-bellied, powerful fellow, dragging his black back almost on the surface of the water; perhaps this was the lone tunny of which the fishermen had spread report. It swam powerfully, but with a slight contraction of its strong tail; it went from one side of the boat to the other, and no sooner did it vanish than it reappeared.

Antonio reddened with excitement and hastily cast into the sea a line with a hook as thick as a finger.

The waters boiled and the vessel careened as if some one with colossal strength were tugging at it, holding it back and trying to capsize it. The deck reeled as if it were fleeing from beneath the feet of the crew and the mast creaked with the strain of the bellying sail. But soon the impediment yielded, and the boat, with a bound, regained its regular course.

The line, but a moment before strained and taut, became loose and inert. The men pulled at it and the hook came to the surface; but it was broken in the middle, despite its size.

The godfather shook his head sadly.

"Antonio, that animal is stronger than we. Let him be, and let us give thanks that he broke only the hook. A little more and we should have gone to the bottom."

"Let him be?" shouted the owner. "The devil! Do you know how much that fellow is worth? This is no time for scruples or fear. At him! At him!"

And directing the course of the vessel he returned to the waters where the encounter had taken place.

He attached a new hook, a very large one, on which he strung several pilchards, and without letting go of the helm he grasped a boathook. It would be no weak blow that he'd deliver to that lusty, stupid creature as soon as it came within range!

The lines hung from the stern almost perpendicularly. Again the vessel shook, but this time in a frightful manner. The tunny was well caught, and pulled at the solid hook, holding back the ship and forcing it to perform a crazy dance upon the waves.

The water seemed to boil; foam and bubbles ascended to the surface in a turgid whirl, as if in the depths a struggle between giants was taking place, and now the boat, as though clutched by a hidden hand, listed, while the sea invaded half the deck.

That tug threw down the crew. Antonio, his hand wrenched from the wheel, felt that he was almost in the ocean; a creak was heard and the vessel recovered its normal position. The line had broken, and at the same moment the tunny appeared at the gunwale, almost on a level with the water, lashing the waves to a froth with his powerful tail. Ah, the villain! At last he had placed himself within range!

And furiously, as if it were an implacable enemy of his, Antonio aimed several blows with the boathook, sinking the iron into that viscous skin. The waters were stained with blood, and the animal sank into a red whirlpool.

Antonio breathed with relief. They had finished the fellow just in time. The struggle had lasted only a few seconds, but a little longer and they would have been sunk.

He surveyed the drenched deck, and then looked at his godfather, who was clutching the foot of the mast, pale but calm and unruffled.

"I thought we were going under, Antonio. I even swallowed water. Cursed animal! But you handed him some fine strokes. He'll come floating up in no time."

"And the boy?"

The father asked this question nervously, shaken, as if fearing the reply.

The boy was not on deck. Antonio disappeared down the hatchway, hoping to find him in the hold. He sank into water up to his knees; the sea had inundated the place. But who thought of that now? He groped about in the dark, narrow space without encountering anything but the cask of water and the spare tackle. He returned to the deck like a madman.

"The boy! The boy! . . . My Antonico!"

The godfather's countenance twitched sorrowfully. Hadn't they been on the verge of going under? Overwhelmed by a wave, the child must have been sent to the bottom like a piece of lead. But the fisherman, although he thought of these things, said nothing.

Far off, at the place where the boat had almost succumbed to the waves, a black object floated upon the waters.

"There he is!"

And the father dived into the sea, swimming vigorously, while his companion lowered sail.

He swam and swam, and his strength nearly abandoned him when he discovered that the object was an oar, lost from his boat.

When the waves bore him aloft he raised his body so as to see further. Water on all sides. Upon the surface there were only he, the approaching vessel, and a black curve that had just risen, convulsing horribly in the middle of a great bloody stain.

The tunny had died. . . . Much he cared! The life of his only son, his Antonico, in exchange for that beast! God! Was this a way of earning one's bread?

He swam about for more than an hour, believing, every time he felt anything touch him, that the body of his child was about to arise from beneath his legs, imagining that the shadows of the waves were the corpses of the boy floating on the waters.

He would willingly have remained. He would gladly have died there with his son. The godfather had to fish him out and force him to remain in the boat, as if he were a rebellious child.

"What are we to do, Antonio?"

He made no reply.

"You mustn't take it that way, man. Such is life. The child died where all our folks died—where we ourselves shall die. It's simply a question of sooner or later. . . . But we must give thought to the living. Remember, we're poor people."

And fashioning two running knots he secured the body of the tunny, towing it along after the vessel, which left a wake of bloody foam.

The wind favored them, but the boat was gutted, it sailed badly, and the two men, above all else sailors, forgot the catastrophe, and, with scoops in hand, bent over into the hold and bailed out streams of water. Thus the hours passed by. The rough task dulled Antonio's senses and prevented him from brooding; but from his eyes coursed tears and more tears, which, mingling with the water from the hold, fell into the sea over the grave of his son.

The vessel sailed on with increasing speed, feeling that it was growing lighter within.

The little harbor was in view, with its groups of white cottages gilded by the afternoon sun.

The sight of land awoke in Antonio his deadened grief and terror.

"What will my wife say? What will Rufina say!" groaned the unhappy fellow.

And he trembled like all energetic and brave men who at home are slaves to their families.

Over the sea, like a caress, was wafted the rhythm of joyous waltzes. The wind from the land greeted the boat with lilting, joyous melodies. It was the music from the square before the Casino. Underneath the flat palm trees filed by, like the beads of a rosary of colors, the silk parasols, the straw hats, and the bright, showy clothes of the Summer vacationists.

The children, dressed in white and red, were jumping about and running after their playthings or formed merry circles, turning about like colored wheels.

On the wharf the fisherfolk were already crowding together; their eyesight, accustomed to the vast spaces of the sea, had recognized what the vessel was towing in. Antonio, however, looked to the end of the pier at a tall dark woman, alone upon a large rock, her skirts blown about by the wind.

They reached the wharf. What an ovation! Everybody wished to obtain a close view of the huge animal. The fishermen, from their dories, cast envious glances; the urchins, naked and with skin tanned to brick color, dived into the water to touch the enormous tail.

Rufina elbowed her way through the crowd, reaching her husband, who, with bowed head and a stupid expression, received the congratulations of his friends.

"And the child? Where is the child?"

The poor man bowed his head even lower; he let it sink between his shoulders, as if he would gladly have made it disappear altogether, so that he should hear nothing, see nothing.

"But where is Antonico?"

And Rufina, with eyes ablaze, as if ready to devour her husband, grasped him by the shirt bosom, shaking the strong man rudely. She released him in a moment, however, and raising her arms, burst into frightful wailing.

"Oh, Lord! . . . He is dead! My Antonico has been drowned! He is in the sea!"

"Yes, wife," said the husband slowly, dazed, stammering, and as if his tears choked him. "We have been visited by terrible misfortune. The child is dead; he is where his grandfather is; where I shall be some day. From the sea we eat and the sea must some day swallow us. . . . There's no help for it. We are not all born to be bishops."

But the woman no longer heard him. She had fallen to the ground, in the throes of a nervous crisis, and was kicking about violently, displaying her thin, tanned nakedness—that of a beast of burden—while she tore her hair and clawed at her face.

"My son! . . . My Antonico! . . ."

The neighbors from the fishermen's quarter ran to her assistance. They knew very well what this meant; almost all of them had passed through similar ordeals. They lifted her, supporting her with their strong arms, and began the journey to her cabin.

Some friends brought a glass of water to Antonio, who could not control his tears. And in the meantime the godfather, dominated by the brutal egoism of life, haggled obstinately with the fishermen who desired to acquire the handsome catch.

Evening began to fall. The waters lapped gently against the shore, glittering with golden reflections.

Every other moment there resounded, gradually fading into the distance, the despairing wail of that wretched woman, dishevelled and crabed, who her friends dragged to her home.

"Antonico! My little son!"

And under the palm trees the showy clothes and the happy, smiling faces continued to promenade up and down—a world in little that had not felt the misfortune which passed so near to it, that had not cast a glance on the drama of poverty. The elegant, rhythmic, voluptuous waltz, a hymn of merry madness, wafted harmoniously over the waves, caressing with its breath the eternal beauty of the sea.

"Iced-Tea" Gowns by Lady Duff-Gordon

A Seemingly Simple Combination of White Charmeuse and White Lace in Informal Attire.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

THE gowns here displayed are of such informal character that they and others like them have been termed "Iced-Tea" Gowns.

The large middle picture is that of a combination of painted black chiffon with white chiffon. The black chiffon robe, with its large painted figure, has something of the dignity of a robe worn by the stately matrons of Rome when that city was at its acme of greatness. The sweeping folds of the sombre-hued chiffon drapery lend this illusion. The design of baskets of fruit, roughly sketched, impressionistic baskets, deepens the illusion. The lines have somewhat of the majesty of the Roman toga. The black chiffon is worn over a slip of white chiffon. The neck is cut low and rounding. The high girdle is of folds of white satin. Bands of the satin ornament the sleeves. A fine ruffle of narrow lace is a dainty accessory. Between folds of the black robe glimpses of the snowy white slip appear.

Of chaste and artistic simplicity is the gown exhibited in the lower left-hand picture. White charmeuse, nearest correspondence among fabrics to snow, is the foundation. The jacket of white lace is built into it. Wide white satin cuffs give a further air of elegance to the chaste-as-Diana attire. The upstanding edge of lace that borders the jacket and cuffs, the band of white satin about the neck and front and the flat silk ornament that fastens the coat at the waist are touches that prove the carefully thought out plan of the garment, a forethought that marks the difference between the successful creation and the just-missed-it apparel.

The third costume shows the possibilities of development of white lace and satin in combination. Over a straight slip of the white lace is worn a long white satin coat. It is cut in straight lines and is of ankle length. A wide space in front discloses the lace slip. A high Directoire belt passes through the sides and fastens it at the front. The sleeves are large, long and loose. There are two large, square pockets.

Boudoir Attire for the Tea Hour.

A Tea Gown Built Upon the Lines of the Ancient Roman Togas.

Fashion Ideas Evolved By Paris

By Sara Marshall Cook

The hat more than any other part of dress indicates coming fashions and portrays the authoritative silhouette. The new head coverings for this autumn are designed gracefully to top the wider and shorter skirts.

That the very long and exaggeratedly narrow skirt never obtained a lasting hold is perhaps due to the fact that during its brief existence no hats were made to correspond with it. Consequently, there being no harmonising lines in the headdress, it did not endure.

There was a time, however, when long slim dresses held the center of the fashion stage for more than a hundred years. This was in the middle ages. Then they were topped by steeple hats, while from beneath them peeped little shoes tapering to long points. The ensemble was one to compare favorably with the dress of any period.

The Spirit Of The Time
Is Reflected In The Hat

The evolution of hats is an interesting study. Like every other part of dress they pass through periods of beauty as well as extreme ugliness, reflecting more or less the spirit of the times. Artists express themselves in hats and frocks just as they do in writing, architecture or any other works of art. Great painters, too, have had much influence upon the dress of their times. Holbein in his pictures has preserved for all time the dignified, restrained and exceedingly beautiful flat bonnets of the Tudor period.

Milliners, even more than dressmakers, should understand the art underlying their craft, because the hat, being the frame for the face, is the most important part of dress. Its mission, too, is the diplomatic one of holding the entire costume together. Every woman should give especial care to the selection of the hat that will make the best frame for her face. To be well hatted you must study yourself and not leave the matter entirely to your milliner. Any time spent in the study of correct dress is time well spent.

Be Not An Empty
Pretender In Dress

Even the most serious minded of writers have realised the importance of beautiful dressing. Goldsmith refers to an inartistically dressed woman as follows: "The face is that of a Raphael, but the costume that of some empty pretender destitute of taste and entirely unacquainted with design."

On the page today are shown some of the newest hats from Paris. In the center of the black triangle is one of the type which, though beloved of Gainsborough, has been so much abused. It is essentially a picture hat, to be worn only with clothes of its own type. This one is of black velvet, showing the new and interesting manner of trimming by posing white coque feathers on the edge of the brim.

Harvest time with its conical haystacks standing out in yellowing fields furnishes an idea for the fringed turbans which, in their many variations, are extremely popular in Paris; quite as popular in fact as the fringe-trimmed frocks.

A Shower Of Feathers
To Fringe The Turbans

All kinds of feathers are being especially used to make fringe for these turbans, which are created for the autumn season. There seems to be something fascinating to women about the semiveiled effect produced by this scraggy shower of feathers.

Mme. Georgette makes a turban which is of mushroom form, covered with glycerined ostrich fringe. Spring saw quantities of glycerined ostrich used in our millinery, but autumn sees the glycerined plumage of this haughty bird stripped into fringe. Two large jewelled ornaments peeping out like eyes from the depth of the fringe make a novel trimming for this hat. Jewelled earrings match the ornaments.

To match your earrings to your toque is the latest Paris fad. Now, when on their way to the milliner's, women alight at the jeweller's first and engage in consultation about their jewels before deciding on their hats to make sure of being jewelled and hatted to match, for such is the decree of Paris.

Searching For Brocades
To Blend With Jewels

Modistes are even busier than jewellers. They are diligently searching for brocades in colorings that harmonise with jewels. The Hindu turban developed in a brocade of jade green, gold and silver has a large ornament of jade inset in dull gold and enlivened at the points with brilliants. Pendant earrings of jade set in carved gold and brilliant mountings are worn with this hat.

The wearing of ever so many bracelets is another evidence of the present Parisian craze for jewelry of all types, as many as fifteen being worn on one arm. The very short sleeves are no doubt accountable for the wearing of so many bracelets.

Black and white effects are much used in jewelry, onyx and diamonds being worn together. The pictures at the upper corners of the page illustrate the craze for onyx and diamond earrings and bracelets.

Gold laurel leaves made of ostrich fronds are used by leading Paris milliners to form afternoon toques. These hats of burnished yellow are wonderfully attractive and strikingly becoming to both blonde and brunette.

Perky Satin Ribbon
That Adorns Small Hats

The extensive use of ribbon in the new autumn clothes is shown in both hats and frocks sketched today. Small velvet hats have perky bows of satin ribbon. Both satin and grosgrain ribbons of various widths are used to introduce bulging effects on the new skirts. Full length panels are formed by successive loops of ribbon, a wide, loopy panel being placed at the front and back of the skirt and panels of narrower ribbons at the sides. The crinkled smock bodice, another new feature, is attached to these puffy skirts and ribbon trimmed to complete a charming costume.

The skirts of other new frocks are interesting because the drapery is posed to give a one-sided pannier effect. A straight accordion plated skirt frequently forms the foundation that supports the pannier. A frock made of satin striped taffeta, having the skirt draped after this manner, is sketched today.

To carry out further the one-sided effect the bodice is laid in folds, following out the lines of the drapery in the pannier. A collar of white mull, edged with old-fashioned white cotton fringe, to be entirely in keeping with the rest of the costume, fastens on one side. The silk sleeve is three-quarter length, folded below the elbow to correspond with drapery folds of the dress. From underneath these sleeves come puffy sleeves of the white mull. This dress is an original design made especially for The Tribune.

Wild Extravagance
Is Lavished On Feet

French women are very fond of fancy footwear, but never has the vogue for fancy footwear been so marked as it is at the present time and never have prices been so high. The vanity of the French woman appears to culminate in her footwear. The very short skirts which continue to be fashionable seemingly afford the excuse for this wild extravagance in dressing the feet.

Stockings and shoes of almost priceless quality, exquisite design and delicate perishability make up an important detail of the fashionable toilette. These novelty shoes are all in low cut design to show the stockings and the neatly turned ankles. Every one has its buckle or its strap. The instep and ankle straps, as well as the highly decorated tongue effect, afford the designers of footwear three distinct methods for the variation of their models.

The Gaiter Top Shoe
Is Now Being Revived

Helstern is the most artistic of craftsmen in building footwear. His models are always watched with the greatest interest. He is now having great success with a slipper which is in white suede with black patent leather inlays. Smart circular buckles top a black and white striped ornament which trims the instep. Similar black and white stripes are set across the front of the bracelet ankle strap. This shoe is cut as low on the toe as the lowest toe slipper. The foot would be almost entirely exposed were it not for the instep ornament.

There is a revival of the old-fashioned gaiter top shoe. After noon slippers are made of black satin with nail head embroideries of cut steel across the toe.

The smartest boudoir slippers are made of black and white faille silk. They have a ribbon crossing the instep, then passing around the ankle. These ribbon straps are sometimes embroidered in delicate patterns of silk and beads.

Beautifying Barbara

By Mimosa

How a Plain Girl was Made Pretty

Barbara had always been considered the ugly duckling of the family, and certainly no one would have voted her attractive the day she called on me, and told me how tired she was of being classed amongst the dull and uninteresting women of her set.

To tell the truth Barbara had fallen in love, and was anxious, as she had never been before, to appear at her best. She wasn't a flapper; she was twenty-eight, but there were possibilities in her, and I promised her that if she would follow my advice carefully, she wouldn't recognise her own reflection in the mirror in a month's time.

Her Complexion

With a good complexion the plainest features look attractive, but Barbara's unfortunately left much to be desired. It was muddy, and there were blackheads around the nose and mouth, caused, I think, through using impure toilet soaps. For the dull muddy look I made her rub a little pure mercolised wax gently into the face and neck every night, leaving on the skin till the next morning. This very gently and imperceptibly peeled off all the dead, dull outer cuticle, leaving the fresh young complexion underneath, and giving her a skin as clear and fresh as a baby's. The blackheads were soon removed. A stymol tablet was dissolved in hot water, and the face bathed and gently dried. After two applications all signs of the blackheads had disappeared.

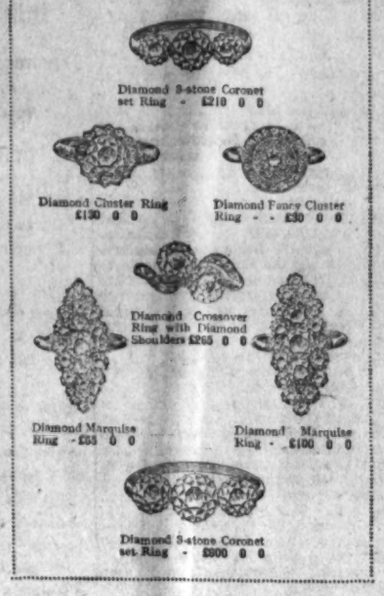
Beautifying Her Hair

Barbara had a fairly good head of hair, but it had been very much neglected. I don't know what she had shampooed it with, but it certainly wasn't the right stuff, for her hair was dull and lifeless without the bright lights it should have possessed, there was no wave in it, and it appeared to be falling out rather more than was natural.

So I made her get some stallax at the chemists, and give it a good shampoo. A stallax shampoo leaves the hair soft, silky and glossy, and no rinsing is necessary. After one shampoo a most marked improvement could be noticed, and by the time Barbara had used it three times, with an interval of a fortnight between each shampoo, you would not have recognised it as the same head of hair. Then to stop the fall I advised her to get two ounces of boranium, and mix it with water and a little Bay Rum. This she dabbed into the roots every night, and it not only stopped the fall, but gave the hair great vitality.

A Little Color to the Cheeks

Barbara is one of those girls who are much improved by a little color in the cheeks, but unfortunately she has none naturally. So I suggested that she should get some colliandum and apply a very little to the cheeks with a small piece of cotton wool. The most critical observer cannot detect that a color given by this method is not natural, for this wonderful powder is just the correct tint, and has an advantage which no other artifical color has it deepens slightly in a warm atmosphere, and thus appears absolutely natural.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GERMANY'S NEW ARMY IS NOW TAKING FORM

Noske's Plans For Meeting Terms Of Treaty For A Force Of 100,000 By Spring

ADDING BIG HOME GUARD

Although That Was Not Provided For In The Treaty—A Brigade In Each Of The Old Corps

Coblenz, July 29.—The new German Army, which under the terms of the Peace Treaty must number not more than 100,000 men on next April 1, will be constructed by reducing the Reichswehr organisation to one-third its present size. This will be the official army. The War Ministry is rapidly perfecting a home guard organisation on the lines of the American National Guard. This body now numbers 300,000 men. It appears to be the purpose of the Germans to try to persuade the Allies that such forces do not violate the terms of the Peace Treaty despite the statement in Article 177 that no such organisation will be permitted in Germany.

The old German armies are gone. Scarcely their ghost remains. I quote an American officer, an expert on German military affairs:

"So far as a mobile force is concerned, the old German Army has gone out of business and its affairs are now almost liquidated."

The energetic work of War Minister Noske has resulted in the creation in Germany of conditions under which the allied peace terms may be readily complied with, but conditions under which just as easily a much greater military force may be quickly built up.

Five distinct problems of army organisation are now being handled by the German War Ministry. They are, first, the final dissolution of the old German Army. This is now very little more than paper work, the details of which are being carried out by demobilisation detachments of the old army units. American experts say that apart from the eastern front it is doubtful if more than 5,000 enlisted men are now retained in these old army units.

Volunteer Units Dissolved

The second task being handled by the War Ministry is the dissolution of the volunteer units organised during the Spring of 1919. Most of these units have under Noske's administration been incorporated into the Reichswehr and the others are being rapidly dissolved. The total number of men in these independent volunteer units is uncertain, but inasmuch as Noske appears firmly in the saddle and inasmuch as his policy is dead against these organisations, it is considered certain they will soon disappear.

Noske's third problem is the organisation of the Reichswehr, which since April 1 has occupied most of the attention of the German War Ministry. This organisation is still continuing despite the fact that the Reichswehr now numbers more than 300,000, and the German Army must number not more than 200,000 three months after the ratification of the treaty, this number to be reduced to 100,000 by next Spring. At this time the total strength of the Reichswehr, plus the strength of the old army units in the Eastern theatre, plus the strength of independent volunteer units, is placed as between 400,000 and 500,000 men.

The fourth problem of the German War Ministry is the organisation of a new German army under the peace terms. Minister Noske has made no public declaration of his plans for the new army, but that he is at work is shown by the fact that the other day Bavaria was notified that its part of the new military force would be 25,000 in the near future and 15,000 after next March. The present Reichswehr is divided into forty-two brigades. Under the old German army plan all Germany was divided into twenty-four corps districts, with an extra corps, the guard corps, stationed in and around Berlin. Every army unit belonged to one of these twenty-five corps districts, and had its permanent location in its respective district. The present Reichswehr has one brigade stationed in each of the twenty-five old corps districts, with seventeen extra brigades scattered in regions which recent experience has shown to require extra military forces. Thus the old seventh corps district, Westphalia, has not only the Seventh Reichswehr Brigade but the Thirty-first as well, because the Spartacist troops have from time to time risen there. On the other hand, the old Fourteenth Corps District, Baden; the old Thirteenth Corps District, Wurtemberg, and the old Eighteenth Corps District, Hesse, have only one brigade each, because they have been peaceful.

Eight Brigades At Berlin

The Berlin region comprising the old Third, Fourth, and Guard Corps districts has had eight brigades because of the necessity of maintaining order in the capital. Bavaria has but one extra brigade in Munich because of the disturbances there. Schleswig Holstein has an extra brigade at Hamburg because of the unrest in that port. On the old eastern front, which comprises the old First, Second, Third, Fifth, Sixth, Seventeenth, and Twentieth Corps Districts, there are found not only corresponding Reichswehr brigades, but twelve extra brigades. With the coming peace these will not be needed there, and it is probable that in the plan to reduce the Reichswehr organisation to twenty-five brigades the extra brigades on the eastern front will be disbanded.

The present size of a Reichswehr brigade is about 8,000 men, so that the reduction to the brigade organisation in each of the old corps districts would bring the Reichswehr down to the 200,000 men set as the immediate size of the new German army. The further reduction to 100,000 could be effected either by having the size of the brigades or else the number of brigade districts reduced.

The fifth undertaking of Noske's ministry is the formation of a home guard. He is encouraging the formation of these units throughout Germany. Newspapers contain propaganda advocating the organisation of this militia force. Information in possession of the American forces in Germany does not give any exact figures as to the present size of this organisation, but it certainly contains some several hundred thousand men, and the assumption is it numbers now about 300,000 men and is rapidly growing.

An extract from the American intelligence summary says:

"It would seem that the German War Ministry would have to do some ingenious scheming to organise these home guards in a form which is not expressly prohibited by the Peace Treaty. It is significant, however, that neither Noske nor any other German authority has appeared to doubt the continuance of these home guard units in the future."

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Washington, July 31.—Chairman Hurley of the United States Shipping Board announced today that the board had concluded negotiations for the sale of 100 steel, coal-burning steamships of the lake type, the tonnage ranging from 3,400 deadweight tons (2,200 gross) up to 3,600 deadweight tons (2,400 gross.)

The sale was made to J. Herbert Anderson, representing the Anderson Overseas Corporation. It is understood that the purchase is for French and Italian account. The address of the purchasers is 165 Broadway, New York City. About $80,000,000 is involved in the transaction. This is probably the largest fleet ever sold at any one time.

The Shipping Board is to deliver the first vessel not later than Aug. 10, 1919, and thereafter to make delivery of not fewer than six vessels in each week following, deliveries to be at an Atlantic port not north of Boston or south of Newport News.

After the date of delivery and so long as the Shipping Board retains title, the buyer agrees to meet these conditions:

"To insure each vessel at a value not less than the balance remaining unpaid to the Shipping Board. The underwriters insuring the vessels to be satisfactory to the Shipping Board and policies to cover all fire and marine risks. The policies shall provide that in case of partial loss the loss shall be payable to the buyer; the buyer being obliged to repair in case of actual or constructive total loss. Moneys due under the insurance policies shall be payable to the Shipping Board to the extent of any balance that may remain unpaid on account of the purchase prices, less 5 percent interest to be computed on anticipated payments, the balance to be paid to the buyer.

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SHANGHAI, SUNDAY, AUGUST 31, 1919

Plan Under-River Roadway For New York Motor Traffic

Engineer Talks Of Plans And Prospects For 40-Foot Tunnel With Three Lines Of Traffic Each Way

(John Walker Harrington in New York Times)

America's first vehicular tunnel on a grand scale, that which is to link New York and New Jersey by a long corridor beneath the Hudson River, through which will pass vans and trucks and automobiles, will not be very long in coming into being, if the recently announced plans of the joint Bridge and Tunnel Commissions are realised.

For the supervision of this great task the representatives of the two States concerned have chosen the youngest chief tunnel engineer in the United States and probably in all the world. Clifford M. Holland, who is getting ready for the big job and assembling his staff, is 36 years old. When he was chosen four years ago as Head Mole for one of the East River tunnels, his youth caused some folks to have misgivings. They might have spared themselves any worry about it, for he had been thinking in terms of burrowing under streams all his life.

When Mr. Holland went to Harvard University from his native Fall River, Mass., he had made up his mind that the way to succeed in this life was to specialise. So he made his choice in the direction of digging underground with the aid of compressed air. He was graduated from the institution at Cambridge in 1905, and a year later became a Bachelor of Science. For the last thirteen years his activities have been largely under the surface, and if there is anything that he has missed about the details of driving headings under peculiar difficulties the engineering profession has never noticed it.

Next to his efficiency, the principal trait of Clifford M. Holland is his modesty. He is so busy giving everybody else credit for doing things that he has never formed the habit of talking about himself. The giant task which awaits his direction will require the services of a large staff of engineers, and when the work is done there will be glory enough for them all.

The problem of providing a tunnel or bridge for the horse-drawn and self-propelled traffic which passes between the New York and New Jersey cities and towns has long been under consideration.

Difficulties Of Bridging

It was at first thought that a suspension bridge would be the better means, but the difficulties of erecting such a structure proved to be well-nigh insuperable. The War Department required that the main span should be at least 3,000 feet in length in order to insure uninterrupted passage for vessels. This condition required high towers, long approaches, and an amount of metal and masonry which would pile up an almost prohibitive cost. Ten years ago the minimum estimate for such a structure was $42,000,000, and at the present prices of material and the prevailing wages fully $72,000,000 would be required. It is estimated that a tunnel could be driven for $12,000,000, although the new engineer in chief will not commit himself to any such figure. At any rate, a tunnel is likely to cost about a fourth as much as a bridge, and to furnish fully as much room for traffic.

Although the broad estuary of the Hudson, and the tidal strait, the so-called East River, have made New York so important a seaport, they have also been in the way of her getting the full benefit of rail-borne commerce. Only one of the large American railways has freight terminals in the city—for the others are on the New Jersey shores and are connected with the island by barges and lighters. An expensive and inefficient means of handling heavy goods it is at best; but when Winter grips harbor and rivers it is worse. A teeming population of five and one-half millions is by the ice blockade placed at the mercy of the elements. Great stores of food, intended for feeding it, are left on miles of sidings in New Jersey; coal which is needed to warm thousands of houses lies inert in cars and pockets or in barges which move slowly in the ice-jammed streams.

The severe experiences through which the metropolis has passed have done much to bring the long considered plans for a vehicular tunnel on the way to execution.

Ten Minutes By Wheel

Ten minutes to New Jersey by wheel! This slogan of the tunnel builders means that Winter or Summer, the communication between the two States will be very speedy compared with what it is at present. Mr. Holland estimates that the average time of getting a truck or wagon across the Hudson by ferry is forty minutes. This includes the wait in the congested tide of traffic in West Street; the driving on to the boat, and the getting off of it, after waiting for the signal that the way is clear. Often there are unusual delays even in pleasant Summer weather, and in Winter the difficulties of ferrying greatly increase. What with the clogging of the stream with floes and the heavy fogs, traffic by water between the two shores is almost suspended for days at a time.

So certain was the New York State Bridge and Tunnel Commission that the place to build a tunnel was in the neighborhood of Canal Street that it had a law enacted establishing the foot of that old thoroughfare as the proper terminus. If a bridge were built there the approaches to it would reach clear across the island, if there would be room enough on Manhattan for them. From Fifty-ninth to Seventy-second Street would be better. As the elevation above sea level is so very low at the lower point of the city the conditions for tunnel building are ideal. There would be only a slight grade needed for the tunnel, which would make possible a very short approach to the mouth of the giant tube on this side of the river. The other end of the proposed tunnel would be at Thirteenth Street, Hoboken, where there is also considerable congestion and little room for long approaches. The War Department requires that the roof of the tunnel shall be fifty feet below mean low water.

According to preliminary surveys the Hudson is about a mile and three-eighths in width at this region. The tunnel would have to be approximately 9,000 feet in length, including the approaches on both sides of the stream. These figures are subject to modification, for the chief engineer will have additional surveys made and will make changes in various details.

"The nature of the material through which the tunnel is to be driven," said Mr. Holland yesterday, "has been determined in a general way by the numerous surveys which have been made by the Commission's engineers. Mr. E. A. Bryne, a well-known engineer, has already reported fully on that subject. The bed of the Hudson is an extensive alluvial deposit which has been collecting for many centuries—in fact, for many thousands of years. It is just plain, black mud. There are scant ledges of rock at either side of the stream at the points proposed for terminii of the tunnel, but the tube must be placed in the soft silt of the river bottom.

"Two methods of tunneling are in vogue. If a trench method were employed, a huge ditch would be dredged in the bed of the stream and into it would be laid the huge pipe or tube, the tunnel. Such a method was employed in the Harlem. The more common method, and the one which probably will be used for the vehicular tunnel, will require the circular shield, which was used in the East River work.

Through Soft Mud

"The beds of the East River and of the Hudson are radically different. To go under the former, we must work in quicksand. Such material is incompressible, and large quantities of it must be removed therefore as we proceed. This, of course, means more work in the removal of material from the bore and lengthens the time of construction.

"The soft mud of the Hudson River bottom is capable of being compressed, and so the tunnel builders can merely force much of it out of their way as they proceed. This method causes a ridge of mud to rise up and to mark the course of the tunnel, just as the direction of the tunnel made by a mole can be detected at times by the ridge which appears on the surface due to his forcing the earth upward as he presses his way through the yielding ground. When the ridge at the bottom of a stream like the Hudson appears it does not make any permanent obstruction of the channel, for it is soon carried away by the scour of the current."

Owing to the shifting nature of the bottom of the East River, under which Mr. Holland has spent so much of his time since leaving Harvard, there were several large "blowouts" caused by the compressed air forcing its way up through the sand of the bed. On two occasions a tunnel tender was taken along with the runaway air column and thrown high above the surface of the water. One of the sandhogs rose directly in front of the path of a tug, by which he was rescued none the worse for his nongun experience. It happens that both of the survivors of the blowouts in the East River were in tunnels in which Mr. Holland was supervising work.

"A blowout is not serious in a grade tunnel," said Mr. Holland, by way of reminiscence. "The tunnel just begins to fill up like a bottle and we quietly and calmly go away from that part of it. After that we locate the blowout from the surface of the water and dump material into the hole until it is filled and then tunnel through the new deposit."

"There have been many improvements in the technique of tunneling since the first tube was put under the Hudson," he added. "Although the Hudson was the first on which tunnel operations were begun, the East River got the first tunnel. The original tunnel under the Hudson was begun thirty years ago. It was delayed not only by mechanical but by financial difficulties. There was a blowout and the entire tube gradually filled with water. After years it was reclaimed and it is now one of the so-called McAdoo tubes which connect Christopher Street, New York, with Hoboken. As far as tunneling is concerned, judging from what we know of the nature of the Hudson River bed, the work can be carried on expeditiously, although in this line one should never make promises."

Two Years To Build It

According to the estimate of various engineers, the tunnel under the Hudson should be completed within two years, as the lower McAdoo tube was finished in about eighteen months after the work was under way.

"The preliminary work, not the actual tunneling, consumes the time," said Mr. Holland. "The making of surveys, the taking of borings, the driving of shafts from which the tunnel must be begun on both sides of the stream, all require time and close attention. The setting up of the compressed air machinery and getting it into working order often consumes months. Once the shield is in place and the nature of the soil through which the work is to be done is fairly well known, tunneling can proceed at a regular rate, and the time required can be calculated to a nicety."

Mr. Holland is not prepared at present to state what the headway of the tunnel will be. The suggestion made by General George W. Goethals and by other engineers of experience provides for a tunnel forty-two feet in diameter. This means a double-deck arrangement, with three lines of traffic going east on one level and three lines bound westward on the other. It would be a colossal bridge indeed which could accommodate such a volume of transportation. It has been estimated that if a big bore tunnel on this principle were driven, it would permit the passage of 100,000 vehicles every twenty-four hours, or all which could be carried on seventy-two large ferryboats in such continuous service.

Two Decks Of Three Columns

For making the procession of vehicles move more rapidly it is proposed that the various lines be put at different speeds. The New Jersey commuter or the pleasure seeking New Yorker could have his automobile in the quick column; light delivery wagons and such conveyances could be in the second, while a third column could be assigned to the heavy trucks and vans, the movements of which would necessarily be show. There would be a little allowances of space also for the turning out of vehicles which might have accidents.

In one of the plans there is a passageway for pedestrians, along which they could saunter from one State to another or make their way in case of emergency, but this kind of foot passenger traffic is not to be encouraged, according to the present tenative plans.

The main purpose of the tunnel is to promote the handling of heavy freight, especially coal and food supplies, between the two States. The advantages which New York City will gain through the tunnel are well-nigh incalculable, for as soon as communication with the West is cut off or interrupted the metropolis is on the road to starvation. A strike of the tugboatmen is likely to bring want and suffering upon the entire city if prolonged. A tunnel is not subject to weather changes, nor is it dependent upon the marine unions. As long as the teamsters are at work a prodigious amount of traffic can be forced through a giant tube such as that which is now projected.

As the making of a tunnel for vehicle traffic is pioneer work in this country, there are many details concerning the new link which must be all arranged before a spadeful of earth is moved.

"There are many questions concerning the tunnels for subways," said Mr. Holland, "which answered themselves. The routes were so mapped with reference to the land tunnels that the exact location for driving the tunnels under the rivers was exactly determined. The grade could be easily worked out. The building of a tunnel for railroad tracks and equipment has been elaborated in all its details. The tunnel for vehicular traffic must be considered from the point of view of its adaptation to vehicles of various types. What, for instance, will be a satisfactory tunnel pavement, taken in connection with the grade and considering the requirements of the many kinds of conveyances which will use this tunnel in an unending stream when it is completed? Such matters as these are to be fully considered in light of the experience of the cities abroad which have installed tunnels of this type."

The City of London has found vehicular tunnels of the highest value.

Her Blackwell Tunnel under the Thames in the heart of the British metropolis is 6,200 feet length and twenty-seven feet in diameter. The length of the Rotherhithe Tunnel, also under the Thames, is 6,883 with a diameter of thirty feet. The approaches, however, are long, as the classic river is only about 1,200 feet wide at the points indicated.

The mighty tunnel planned for the joining of the States of New York and New Jersey will, therefore, be the largest sub-aqueous corridor of vehicular traffic in the world.

The energy and enterprise in carrying it through unquestionably will stimulate other cities to undertake similar works. New Orleans has a like project under consideration; St. Louis will dive under the ooze of the Mississippi before long, no doubt, and probably San Francisco will be emboldened to make a way for getting her wagons and trucks by the under-water route across the Bay to Oakland.

U.S. 'Dark Tire' Not A Fad In Style

Tread Compound is Found Tougher And Better Wearing, Company Reports

That its tires are now made in dark colors is due not to a fad in style, but to important improvements in the compounds which make up the tire tread, is the statement of the United States Tire Company.

After a long period of experimentation, this company developed a new formula for its tread compounds, so much tougher and much better wearing that it was adopted as the standard of manufacture, even though it called for a change from the light color to which the public has been accustomed.

Before the dark tire was placed on the market it was tried out thoroughly by the testing fleets of the company. These tests demonstrated that the dark compound produced tires of greater mileage than the lighter stock. The dark-colored tires have been on the market long enough now to demonstrate their superiority.

Aside from the matter of the quality of the tire, the dark-colored tire has a decided advantage in that it is not so easily discolored as the light tire. To keep a light-colored tire presentable required frequent dressing, but the black tire needs no attention of this sort.

If the dark tire offered no superior points the light tire probably would be in demand with buyers, who regarded it with favor, but the unquestioned superiority in toughness and durability of the dark tread make the matter of color a negligible factor when considered in connection with the subject of the real merits of the tire.

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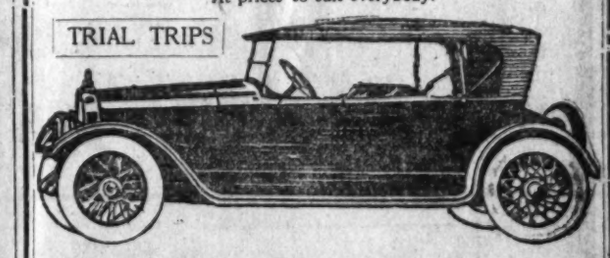

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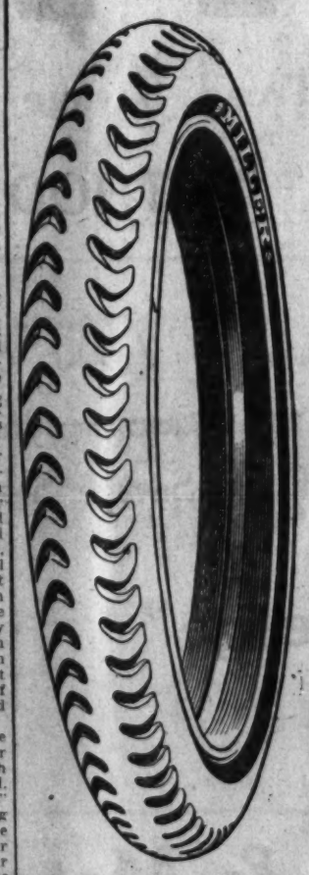

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LIBERAL CONDITIONS AND MODERATE RATES

Famous Ace And Driver Tells Of Value Rendered Science By Auto Racing

Capt. 'Eddie' Rickenbacker Declares It Of The First Importance—Improvements Are The Aim

Indianapolis, July 20.—Capt. E. V. Rickenbacker, American ace of aces and one of the world's premier racing drivers before he forsook the speed sport for the realm of the sky, contradicts the opinion recently advanced in some quarters that automobile racing serves no useful purpose and that consequently it ought to be abolished to avoid recurrence of such events as marred the Liberty Sweepstakes Race May 31.

"It is with regret," said Captain Rickenbacker, "that I note adverse sentiment in some sections against automobile racing because of three fatalities in the Indianapolis 500-mile Liberty sweepstakes race at Indianapolis, at which I officiated as referee. The death of any man is a sad thing, with many pathetic consequences in its wake. If it served no other purpose than to make a Roman holiday, as has been charged with reference to automobile racing, it would indeed be inexcusable.

"Now, it so happens that prior to entering the United States air service I was identified with automobile racing for a good many years, and consequently am more familiar than the average individual with the useful, and I may say right now, indispensable role played by the sport in the development of automobile design, engineering and metallurgical discovery as applied both to the automobile and the airplane. Stop and consider that a contest such as an Indianapolis 500-mile race tests every part of a motor car's mechanism more severely than two years of ordinary usage and you will get an idea of how racing has speeded up engineering progress.

Accidents Due To Wheels

"In the last Liberty sweepstakes race every accident but one was due to defective wheels, wheels that apparently were sound, but under the crucial strain of sustained high speed revealed themselves in their true light. The same wheels would have given good service under ordinary touring conditions for one or two years perhaps and then suddenly crashed to the wiping out possibly of an entire family, as has often happened in touring accidents.

"The discoveries of the last Indianapolis race will enable wheel manufacturers to improve their product so that occurrences such as those which produced fatalities in the contest will not happen on the open road. Who shall say then, in view of this fact, that the Liberty sweepstakes race did not serve a useful purpose?

"Anyone who drives an automobile has often reflected as to what would happen if his steering apparatus would break, leaving him helpless at the wheel of an uncontrollable car, and great has been the wonder that this delicate contrivance rarely gives trouble. As a matter of fact, the perfection of steering mechanism is one of the chief contributions of automobile racing to the safety of motoring. Designs thought good engineering practice were quickly shown to be most dangerous when subjected to the test of extreme speed and consequently were discarded before they had opportunity to work mischief in the field of everyday use.

"The same thing applies to all other parts of an automobile with respect to safety. Frames, axles, wheel spindles, bearings, tires—the proper design and materials for these were arrived at much more quickly through racing and with much less loss of life than would have been possible had automotive progress not had the assistance of racing.

Racing Stimulus To Science

"Also, don't forget that racing calls into play the keenest engineering minds, in a constant struggle to produce more horse power, more energy, with less weight—an endless reaching out into new fields to increase efficiency and economy in gasoline consumption. To increase engine efficiency new types of valve action have been invented, different cylinder arrangements have been tried, all kinds of manifolds built, every piece gone over with a view to possible improvement, while the endeavor to reduce weight has proved a stimulus to the metallurgical art resulting in the invention of steels of unheard of lightness, combined with great strength.

"The new, lightweight car of the future, combining comfort and roominess with low operating cost, both in gasoline and tires, will owe its existence more to racing than any other factor.

"And looking back for a moment to the recent days of war, what do you suppose would have been the position of allied aircraft manufacturers but for the experience of racing. Every engine that went into an allied airplane, from the English Sunbeam through the Hispano-Suiza and Fiat to the American Liberty, incorporated principles developed in the field of automobile racing which, without racing, could not have been developed in time to be of service. True, we are not supposed to have wars any more, but as long as the possibility is present, it will not do to ignore automobile racing, as a factor in determining the safety of the nation.

"Summing up for automobile racing, I would say it is indispensable to modern progress, at least as far as events like the Indianapolis races and the French Grand Prix are concerned, where the new ideas and theories of the most prominent builders of both the new and old continents are tested in actual competition.

Made Airplane Possible

"For next year, the Indianapolis speedway has announced that its contest will be for cars of 182 cubic inches piston displacement, coinciding with recently formulated plans for the French Grand Prix. Every other year, since the Indianapolis races were begun there has been a marked reduction in engine size, starting with unlimited sizes prior to 1911, and progressing through 600 cubic inches for 1911 and 1912, 450 cubic inches for 1913 and 1914, and 300 cubic inches for 1915, 1916 and 1919, to the newly announced size of 183 cubic inches.

"Here is written, in language so clear none can mistake it, the underlying motive and purpose of automobile racing, application of a constant stimulus to engineers and manufacturers to develop new principles, to increase efficiency, to make one ounce of fuel do what two did before, to conserve natural energy and advance human progress.

"There are probably more cars approximating in engine size the new 183 cubic inch specifications of the Indianapolis Motor Speedway Company than all the other sizes of cars put together, and the utility of the sport of automobile racing will consequently be increased many times as the result of the new policy even more than with previous engine reductions.

"It is not likely that cars of this size will be able to attain the extreme speeds of their predecessors for perhaps a year or two! it will take that long to perfect them. As soon as they do reach the limit of their efficiency, the minute there is nothing further to be learned concerning their improvement, the master minds of the racing sport can be depended on to make still further reductions, until the ultimate point of engineering development in the field of automotive industry has been reached. This is the real aim of automobile racing. The spectacle is but a means for arousing public interest in what has been accomplished, and not an end in itself. If I can do anything to clear up any existing impression to the contrary, I shall consider I have rendered a signal service to human progress and civilisation."

MOTOR TRUCK TRANSPORT

Iowa Had Sixty-One Companies On Regular Routes In 1918

A sharp object lesson of the future possibilities of motor truck transportation, especially in rural districts, is revealed in a report from the Iowa Highways Transport Committee showing that in 1918 there were sixty-one trucking companies in operation throughout the State, using 187 motor vehicles on regular routes.

"The total daily tonnage," says J. D. Eggleston, chairman of the committee, "was fifty-seven tons, for which revenue were collected and tax paid, making a total for the year of 172,000 tons, or 8,610 carloads, or in other words, 344 trainloads. Each of the 187 trucks averaged seventy miles per day, making a daily mileage of 13,090, or 3,927,000 miles of highway for the year."

Put Croix De Guerre On Red Cross Cars

Regrets That French Custom Was Not Adopted By England

As a sale of several discarded Red Cross ambulances in London recently three English ambulances, each of which had the Croix de Guerre painted on its side, led an English motorist in a recent issue of The Field to pay a graceful compliment to this well-merited tribute on the part of the French. He adds, regretfully:

"There is no record of a British ambulance or lorry ever being decorated by our authorities for services in the war, but the disclosure of this charming practice on the part of our great ally induces regret that it is not done. The artistry of the French mind compels it as an official acknowledgment of faithful service done for France. We, instead, leave it to our incomparable Tommy to decorate his own vehicle, not with national honors, but with some whimsical conceit or grim joke born of blood, agony, and unfathomable optimism."

ATLANTIC FLIGHT LESSONS

English Criticism Of One Engine Type In American Seaplanes

In writing of the recent Atlantic flights, H. Massac Buist, in The Morning Post, London, of May 30, considers it unfortunate that only one type of engine, the Liberty, was used by the American seaplanes.

"We cannot judge," he says, "the world's aviation engines in general from the performance of one type which, despite at least two years spent on its evolution, regardless of cost and with every resource of information acquired in Europe, failed to render any service worth mention in the war."

One of the most valuable lessons of the Hawker flight is considered to be the necessity of designing more efficient aerial navigation instruments.

"The call of the airmen," adds Mr. Buist, "is for correct barometrical readings at any height and an indicator which will show them the drift of the machine by giving them the strength of the beam wind where clouds below make the sea invisible. Incidentally, such a wind indicator would enable a navigator to decide which course to take on entering a storm area, so as to get the benefit of the direction of the wind.

"Lieut. Commander Mackenzie Grieve's experiences show, what the American experiences made no attempt at discovering, that on long distance point-to-point flight overseas with present navigating instruments it is possible to be a hundred or more miles out of one's reckoning at one period and yet pick up the course unfailingly and without difficulty an hour or two afterward on passing into a region where celestial observation is once more possible."

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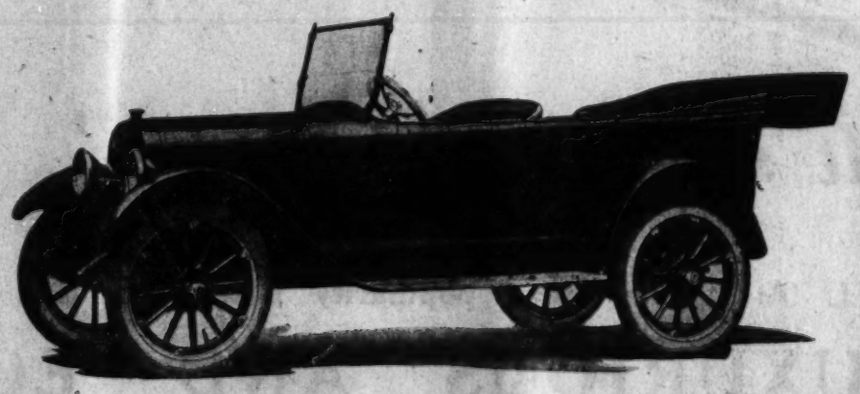

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Gear Changing Determines The Good Motor Car Driver

Shifting Handily And Smoothly Will Lengthen Life Of Transmission And Car; How To Do It

One of the marks of a good driver is the manner in which he handles the gear shifting lever. Of course the design of the clutch and transmission has a great deal to do with easy gear shifting, but even with these advantages a certain amount of practice is necessary in order to shift the gears deftly, without noise or clashing. This clashing is caused by the outer ends of the gear teeth striking each other instead of meshing as they should, with the result that the transmission gears are sometimes injured by constant improper shifting of gears.

A clear understanding of what happens in the process of gear shifting will enable the driver to master the process in a very short time.

The transmission is made up of a series of gears, mounted on the main shaft and the countershaft, with the idler gear mounted on the transmission case. The first speed, second speed and reverse combinations are simply three sets of reduction gears with various ratios, to give the motor a greater leverage against the driving mechanism when required. High speed is direct drive, which means that the propeller shaft revolves at the same rate of speed as the motor crankshaft. The various gears are brought into play by moving the gear shifting lever to the proper positions.

When The Clutch Is Out

When the clutch pedal is pressed all the way down the power of the motor is disconnected from the transmission system, which releases the pressure of the gear teeth against each other and makes it possible to shift the gears easily. Also, when the gear shifting lever is in neutral position, the power is disconnected from the rear driving mechanism, because none of the transmission gears are in mesh.

The lower end of the gear shifting lever connects with the gear shifting forks, which are so arranged as to push the gears forward and backward on the square main shift in order to make the different gear combinations.

The whole theory of gear shifting may be summed up in the statement that the two gears about to be meshed should be revolving slowly and as nearly as possible at the same rate of speed. If one is revolving much faster than the other it is difficult to shift without clashing. In the Buick disk clutch all the heavy rotating parts of the clutch are carried by the flywheel and the light ones by the transmission, so that the gears slow down very quickly. This is a wonderful aid in shifting gears.

It is a mistake, for the above reasons, to let the car gain too great a speed before shifting into a higher combination. The following method will be found to give good results:

How To Do It

With the throttle closed and the spark lever about half way down the quadrant, so that the engine idles slowly, throw out the clutch and put the gear shifting lever in first speed position. Engage the clutch slowly, at the same time pressing down on the accelerator pedal gradually. Let the car attain a speed of about four or five miles an hour and then throw out the clutch, removing the right foot entirely from the accelerator pedal. Push the lever slightly forward into neutral position, then clear to the left and forward into second speed. Let the clutch in gently as before and accelerate the speed of the car to about eight or ten miles an hour, when the clutch should again be disengaged, the foot removed from the accelerator and the gear shifting lever pulled straight back into high speed position.

All of these motions should be made deliberately, without haste. Most drivers are in too much of a hurry to make the shift, but smoother shifting will result if, after moving the lever from first or second speed, it is allowed to remain in neutral for a second before pushing it to the higher speed position. The driver will acquire this knack much quicker if he will cultivate the habit of not gripping the shifting lever too firmly. For example, shifting from second to high speed is a straight backward movement. By moving the lever backward with the finger tips, the driver can actually feel when the gears are rotating at proper speed to mesh perfectly. With the lever gripped tightly this is not possible.

For Uphill Work

These rules will apply to all ordinary driving on fairly good and level roads, where the car does not lose momentum quickly. But on an up grade or in heavy pulling of any kind where the car slows down the instant the power is shut off, the shift should be made quickly and firmly from all speeds.

Shifting from a high speed to a lower speed is practically the reverse of the motions described above, except in the matter of handling the throttle. The principal thing is to make the shift as firmly and quickly as possible, so as not to let the gears slow down. It is also well to press the clutch pedal down only far enough to barely release the clutch.

Never attempt to reverse the car until it has come to a full stop, nor to shift from reverse into forward speed until the car is standing still, because this action throws an enormous strain on the mechanism.

These rules, if observed, soon become as automatic as the act of walking, and the driver who observes them will have no difficulty in shifting gears with perfect ease and silence.—*Buick Bulletin.*

FIAT HAD 70,000 MEN

One of the most important tasks of the war industries of Italy was the construction of motor vehicles for the Allied armies. In the manufacture of Fiat motor vehicles alone there were in the city of Turin no fewer than 70,000 men under direct military control.

Casey And His Cars

How The Knights Of Columbus Have Worked A Miracle Of Efficient Service For Troops Abroad Through The Use Of Motor Vehicles

(*By John B. Kennedy in Motor*)

This story might well begin with an ancient rhyme, thus "Ye knight he rode in palfrey bolde unto ye sportiy joust of olde." But there's no urgent necessity for so doing. What we have to record is that the modern knights—the Knights of Columbus—didn't find palfreys or black chargers or any other means of locomotion dependent upon animal-strength or weakness quite the satisfactory thing for the maintenance of their supply lines to the various K. of C. centers in France and Germany. Even in Great Britain the railroads were uncertain. So the Knights, some months before the cessation of hostilities, motorised their transport service and rendered themselves independent of the whims of French engineers, who have a passionate devotion for the scenery of the motherland.

One of the first things William J. Mulligan, chairman of the K. of C. committee on war activities, did when he made his first tour of France, was to purchase one of the most elaborate garages in Paris to house the K. of C. motor vehicles; an expert transport manager took charge, and William P. Larkin, K. of C. director of overseas work in the U. S., set about buying the cars to fill the garage and keep the squad of repair men busy brisking up trucks and smaller cars that showed signs of wear and tear after a rough and tumble journey over the rugged roads that led to and from the fighting front.

Larkin learned that the Russian government—the quondam government, that is—had ordered scores of cars useful for military purposes before various Russian gentlemen who hadn't had a square deal for generations, suddenly decided that the time was ripe to secure the square deal. The Knights also did some securing. They got in touch with the manufacturers of the cars, and got the cars. For it was difficult to get any old kind of car in America at that time, with the government's military requirements pre-empting all manufactures. And over in Europe it was impossible to get anything on wheels that hadn't grown a beard since it first saw the light through the factory windows.

The Knights sent over scores of cars, and scores of motor-cycles, for a motor-cycle, in certain junctures, was speedier and safer than a four wheeled vehicle. Running over shellholed roads and offering a target to enemy artillery, the motor-cycle had the odds on the lumbering truck, and even on the flighty Ford.

When Mulligan returned to America after spending $2,000,000 on the doughboys in France, he sat in session with William P. Larkin and the rest of the K. of C. war activities committee and the decision was reached to send roller-kitchens over. These kitchens were trailers built to attach to any kind of a motor vehicle. They contained stoves of large capacity, and they rendered yeoman service in the Argonne sector and elsewhere where American fighting men relished hot soup and other hot drinks before going into the trenches and on quitting them. On one occasion German prisoners, seeing a smoking K-C roller kitchen, mistook it for some sort of torture tanks the Yanks had prepared. The doughboys disabused them by sharing their hot coffee with the Germans.

"All things considered," says Mr. Mulligan, "if it hadn't been for gasoline the K. of C. service at the front would not have reached the high degree of efficiency that made it so popular with the fighting men."

When the armistice was signed, things loosened a bit overseas and the Knights were able to obtain other cars for their fleet which runs daily, east and north into Germany, Luxembourg and Belgium; west to Brest, St. Nazaire and other points, south to Bordeaux and Marseilles. Incidentally, the boys who enjoyed Christmas, Washington's Birthday and other holidays with K. of C. goodies are indebted to hard tires and petrol—for the Knights got all their shipments upon motor trucks from the port entry.

Goodyear's Big Plant

The factory of the Goodyear Tire and Rubber Company, at Akron, Ohio, comprises sixty-five buildings, most of them from five to eight stories high, with a floor space of about eighty-eight acres. All buildings are of steel and fireproof brick construction.

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American Motorists Join In Curbing Reckless Driver

'Hun Of The Road' To Be Driven Off By Concerted Action Of New League

New York, June 22.—Incorporation papers have been issued by Francis M. Hugo, Secretary of State, covering the League for Motorists' Protection, which is an organisation of automobile owners banded together to cope with speed maniacs and reckless drivers, who have been designated by the league as "Huns of the Road." The organisation is headed by Harry W. Gaston, president of the Lexington Motor Company of New York. The temporary offices will be at 16 West Sixty-first Street until permanent quarters can be got. James V. Boise, manager of the Chatham and Phoenix Bank, Broadway and Sixty-first Street, is the league treasurer.

Speaking of the scope and purposes of the league, Mr. Gaston says:

"Since the inception of my connection with the automobile industry in New York I have silently watched the growing menace of reckless driving. A certain class of taxi drivers, truck chauffeurs and speed kings, who have the instincts of gunmen without their courage, are daily making the lives of law-abiding motorists and citizens more and more miserable. With this thought in mind I went to Albany some months ago and conferred with Mr. Hugo, Secretary of State, who agreed that it has been impossible for the duly accredited officers of the law to curb this growing menace, because the number of officers is necessarily limited and they cannot be in all places at one time.

"Furthermore, these shrewd outlaws, who have converted the public highways into Belgian turnpikes, have a way of resorting to their acts of vicious recklessness when no officer of the law happens to be at hand. It has been very easy for them to escape arrest and conviction because the officers of the law are in uniform and are easily located in advance.

"Under the plan of the League for Motorists' Protection every man carries upon the front and rear of his automobile a conspicuous emblem of the league entitled 'The Red Badge of Caution' and bears further the announcement that the member observes caution and demands caution from others. These emblems have been copyrighted by the league and will be licensed to members on the understanding that the license will be revoked if a member is convicted of the more flagrant violations of the traffic laws. This naturally will restrain the member from acts of recklessness and at the same time the realisation that each and every member will be pledged to report any infraction of the traffic laws to the headquarters of the league will exert a powerful restraint upon taxicab drivers, truck chauffeurs and speed kings who are not eligible for membership.

"I am one of those old-fashioned folks who believe that law and religion are nothing more nor less than restraining influences. The present existing laws are, of course, more or less restraining in their nature, but, as stated, the restraining influence is limited because the agents for law enforcement are not abroad in sufficient numbers. This is admitted both by state and city authorities charged with the responsibility of enforcing the traffic laws.

"With 10,000 to 25,000 members of the League for Motorists' Protection abroad at all times in various portions of the metropolitan district wilful violators of the traffic laws would soon realise that any and all overt acts of theirs would be witnessed by one or more law-abiding motorists whose desire and duty would be to report such acts to league headquarters. In due time these 'Huns of the Road' would be served with a warning against a repetition of such recklessness, and if they persisted they would, under the cooperation we are assured of, be banished from the highways and their licenses revoked.

"There have been various organisations formed in the past for the purpose of furnishing good roads information, maps, etc., enabling the members to buy assurance and accessories at cut rates and offering to do everything for the motorists except giving them a periodical bath, but I would like to have it clearly understood that the League for Motorists' Protection is strictly and essentially a non-profit organisation, designed to do only one thing, but to do that thing well, namely, to drive the Hun from the road so that our wives, mothers and sisters may operate their motor cars without the everlasting fear that road autocrats will bring them to grief and possibly succeed in placing the responsibility upon the innocent party.

"This league will also have for its purpose the elimination of the professional witness and the ambulance chaser and the correction of many other evils that exist. Of course, it would not be proper to set forth in a public way all of the activities of the league in affording the members and the public in general the protection they crave, but I assure you that there is meat upon which we feed that ye know not of, and the kind of meat will be fully described to any one desirous of becoming identified with the league.

"The yearly dues are insignificant in comparison to the work the league will do. No officer will receive a salary, and as heretofore stated the league will not engage in any business on its own accord to seek to promote the business of others. It is strictly a body organised for the purpose of affording protection on the highways through the more efficient enforcement of existing laws by co-operation with the accredited authorities."

Pick The Stones Out Of The Rubber 'Hoof'

If the habit of carefulness shown by a truck driver to his horses when his vehicle was horse-drawn should be continued in the same degree when he drives a truck, many economies would result. When a driver found that his horse's hoof had picked up a stone he never thought of neglecting it and going on, but stopped immediately and removed the stone. He knew that to neglect the stone meant serious injury to the horse and a consequent loss to himself.

Solid tires on trucks are as likely to pick up stones as are horses' hoofs. The stones force their way into the rubber and sink deeper with each revolution of the wheel. To permit them to remain means an injury to the tire, which will increase rapidly. The United States Tire Company states that the proper course of procedure under such circumstances is to remove the stone and cut away the rough edges.

With regard to cuts in solid tires the United States Tire Company says that it is practically impossible for even the most careful drivers to avoid them. These cuts should be taken care of when first discovered, because with each revolution of the tire the cut spreads a little and in time the small cut will become a large fissure extending down to the hard rubber base. This then gives rise to separation and chipping. The remedy is to trim off the edges of the small cut until, instead of a sharp cut, there is a smooth depression in the tire.

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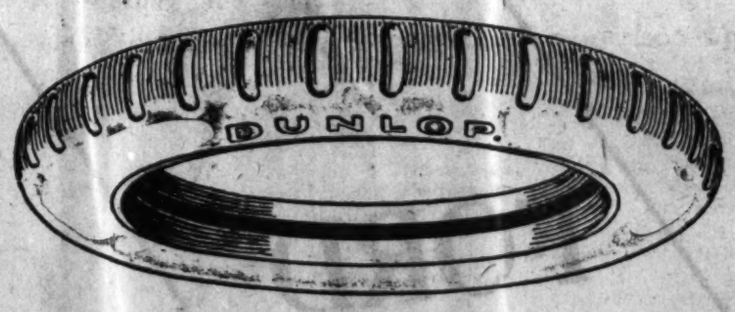

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SKILLED WORK AS BASIS OF AUTOMOBILE SUCCESS

Exacting Requirements Of Cadillac Factory Discussed By San Francisco Distributor

San Francisco, July 5.—In a general discussion with members of the Don Lee organisation, the local Cadillac distributor took up the question of the manufacture of the Cadillac car and pointed out that one-sixth of the entire factory force work on engine parts exclusively.

Don Lee recently returned from the Cadillac factory where he made a close study of the methods employed in obtaining the high degree of accuracy which has so much to do with the long life and consistent service of the eight-cylinder Cadillac motor.

"It would seem improbable that any automobile could be built under closer scrutiny, with more exacting limits of accuracy or so many tests and checking," said Lee.

"The engine requires in its building alone nearly one-sixth of the factory force who work exclusively on engine parts.

Splitting Hairs

"There are approximately 600 parts entirely different in size, shape and material. There are more than 3,000 measurements finer than the finest hair.

"Nearly 5,000 measurements must not vary from exactness five thousandths of an inch or the thickness of a sheet of newspaper. Special gauges for maintaining this high degree of accuracy number not far from a thousand.

"Probably one of the most vital factors in obtaining perfection in the Cadillac eight cylinder engine is due to careful and painstaking balance secured in all moving parts.

Vibration Killed

"All Cadillac pistons and connecting rods are carefully weighed and the balance is not permitted to vary a fractional part of an ounce in the parts of any engine.

"This makes it possible to obtain an engine of maximum efficiency with a minimum of vibration.

"Cadillac chrome nickle steel forged crankshafts are most carefully checked by approximately thirty gauges to insure specification limits. They are then tried out for running balance and must run at 2,000 R. P. M. and be practically vibrationless.

"Cadillac steel forged flywheels after being most accurately machined are put in correct balance. Cadillac clutch rings must also be perfectly balanced to insure freedom from vibration.

Closest Accuracy

"Ordinary machining work must give way to production efficiency. Not one cylinder block, but four are mounted on these cylinder machines.

"All six outside surfaces are smoothed off by the various cutters at one time and after being roughed are finished and machined to a close degree of accuracy. Indicators are used in setting the machines for the finish cut.

"Following this work the large top and bottom surfaces are accurately ground on a surface grinding machine. These ground surfaces furnish the most accurate basis for further machining work. While this is not usual machine shop practice, the exacting standards of all Cadillac parts require correctness from start to finish."

Battery Not Current Source For Aircraft

Magneto Is Judged To Be Most Natural Electricity Producer For Fliers

It is not generally known that the one type of airplane which used a storage battery and generator for ignition purposes was equipped with a battery which naturally had to function up-side-down as well as right-side-up.

The storage battery of the type in an automobile would lose all its electrolyte if it were turned upside down, so engineers had to design a new type of battery for the plane. Though practically every make of plane but this one was fitted with a magneto, still the special battery had to be designed.

The magneto, which Europe recognises as the most reliable ignition medium, was in such demand during the war that there was not a factory either on the other side or here but was working full steam ahead. Requests for magnetos and shipments however did not quite tally in every case, although one American maker at least, the Splitdorf Electrical Company, was able to give almost instant response to the war needs of nations.

Few realise how absolutely dependent the nations were on ignition equipment, and as the Allies, users of magnetos exclusively, in preference to battery ignition, formerly went to the enemy countries for their magnetos they had unfortunately neglected home production.

Now, however, the Allies have their own magneto plants supplying the trade, and in two cases, De Dion and Fiat, the car companies made their own magnetos. In spite of increased production abroad, the Splitdorf company is rushed to the limit on magneto production, even now.

CONNECTING RODS

The owner is sometimes puzzled to know just how tight to make the connecting rod bearings. In general it may be said that if this bearing is tightened so that the connecting rod by reason of the piston weight will barely fall over from the vertical position when the bolts are fully tightened up it is correctly adjusted.

French Flying Test For G.$60,000 Prizes

In order to obtain fairly accurate data on the actual cost of aerial flights with the object of determining the financial possibilities of commercial aviation, the Echo de Paris has offered prizes aggregating G.$600,000 for an eliminating contest, consisting of a circuitous journey of about 2,500 miles, in twenty stages, taking in the largest French towns and touching adjacent foreign countries, with the exception of Germany.

A detailed examination of the performances and characteristics of the machines that have fulfilled the test to be judged with special regard to security, comfort, commercial speed, load carried, and cost per kilometer-ton.

The competition is open only to machines carrying four or more passengers. They may be single or multi engine machines. The competition is open to France and her allies in the late war. Machines of German or Austrian origin will not be admitted; neither will the aircraft of neutral countries, these being ruled out on the ground that machines of enemy origin might through neutral countries be intrigued into the competition.

The course will be from Paris to Tours, Nantes, Bordeaux, Biarritz, Toulouse, Barcelona, Nimes, Antibes, Turin, Frejus, Avignon, Lyon, Geneva, Strasbourg, Brussels, London, Lille, and back to Paris.

The committee in charge of the contests consists of Commandant de Saint Quentin, for many years one of the foremost figures in aeronautics, and Commandants Brocard, Vuillemin, and Wateau, and Captains de Lubersac and De Kerillis. All have brilliant war records and held responsible positions in the French airplane service.

The first prize will approximate $20,000, with six others from $15,000 to $1,000. There will be a prize of $5,000 for military airplanes.

In announcing the entry of an English airplane for the competition, Major C. C. Turner, in The Daily Telegraph of London says:

For some reasons this competition should be the most interesting and useful ever held in flying. With the full results available, one should be able to plot curves showing the cost per mile in relation to load carried, and to establish workable averages of speed. In cases in which the cost exceeded a certain figure, it should then be possible, by comparison with the other machines giving different figures, to detect the weak places, and to work out solutions of the difficulties. This is the first competition of the kind, but assuredly it will not be the last. We may confidently look to it to provide an answer to the question. What does flying cost?"

Batteries And Men Much Alike

"Storage batteries of the average sort have an existence of about fourteen months," says H. A. Tarantous in the July issue of Motor, the National Magazine of Motoring. "Some automobile owners," he continues, "by properly caring for their storage batteries bring the maximum useful life to twenty-two months; others by far in the majority, get around ten months service."

The writer then proceeds to explain what "proper care" means for the storage battery in motor car service. "Owners of battery equipped cars must fill each cell to level with distilled water, using the hydrometer for filling. In warm weather the cells should be brought to level once each week because the evaporation is greater than it is in cold weather, when once in two weeks is sufficient. At the time the water is added, a hydrometer test should be made. This indicates the acid strength of the electrolyte or solution. At the same time the terminals should be inspected for looseness and any deposit of salt should be removed with a stick. The battery should rest firmly in its saddle or seat, so as to minimise the vibration. In brief this is all that is necessary, but it must be done regularly.

"Men and batteries are much alike in their actions under certain influences and we treat them in somewhat the same fashion. When a battery is overhearted it burns up and starts disintegrating inside because it cannot stand high temperature. So with a man whose system is designed to operate at a constant temperature. If he gets fever he 'burns up.'

"At the opposite end of the temperature scale the analogy still holds, for cold effects a battery as it does a man, reducing efficiency. Likewise a battery has to be kept at work or it will die of laziness. It must be charged and discharged regularly. The charging current is, so to say, the battery's food. A corroded terminal may be likened to a clot on the brain.

"And so we find that as a man's temperature and his pulse, his actions, his capacity for work, give indication of his physical condition, so do the battery's temperature, pulse and general behavior indicate its condition, which is another way of saying the care it has received from its owner."

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Goodyear Value does not stop at fair prices—or rather, it does not begin at any price.
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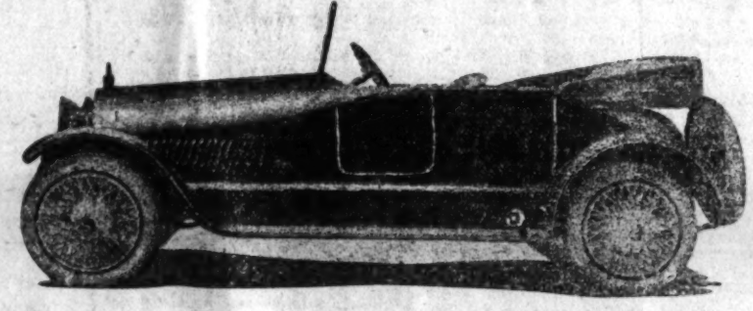
We believe it from our own experience, and because we have seen it proven by figures gathered from many sources.
You can make your decreased tyre-cost-per-mile, through fitting Goodyears to your car, offset your increased petrol-cost-per-mile.
Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.
GOODYEAR

TWO NEW CARS FOR SHANGHAI MARKET!

HAYNES



The "Fourdore" Four Passenger Roadster Model 39 ("LIGHT SIX").

Low-swung and racy in its dominant eye-arresting proportions, the new Haynes' "Fourdore" commands unbounded admiration. It ushers in the latest refinement in this popular model. Easy and extremely comfortable to ride in, it offers decided advantages over the usual run of roadsters.

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The seven-passenger car, externally beautiful, is but one of its appealing virtues. It is constructed to provide unusual room without surplus weight. The auxiliary seats are ample for grown-ups, and disappear when not in use.

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BITTERNESS OF LABOR IS WORRYING BRITISH

Trend Of Masses To Extremism Causes Grave Anxiety As To Consequences

EVEN SOLDIERS RESTLESS

Demobilised Men Among Radicals And Those In Service Ignore Discipline

(*New York World*)

London, July 23.—Anxiety in Parliamentary circles over the industrial situation and also over the outlook for public order in England at this time is without parallel. It is not due to the strikes, which might be adjusted; the spirit that underlies them furnishes really a grave problem.

Coal miners were never half so well off either in pay or in working hours as they are today; never have they had less reason for discontent. Yet, not only are they striking, but they are also resorting to sabotage, thus injuring their own means of future livelihood, assuming that they mean to gain it by work, not by anarchy.

Soldiers In Service Are Bitter

The rank and file repel the advice of their leaders and they treat with contempt Government offers of intervention. They sullenly pursue the road to self-destruction regardless of the warnings of the press that they are working for the ruin of their country by blockading industrial output at this crucial epoch in Great Britain's financial history.

This spirit is not confined to the miners. It is manifest among all classes of workmen, and particularly among discharged and demobilised soldiers, who seem imbued with a bitter desire for revenge against the governmental system that broke up their lives. Evidently they are determined the country shall not be governed by the old social order.

Even among soldiers still in the service, mutinies are of almost daily occurrence. When the War Office orders a draft for foreign service it never knows whether the men will go or not. In London it is now the exception for soldiers to salute their officers. They regard with a cold stare even their Generals, who are plentiful enough during the luncheon hour in the West End. Non-commissioned officers march by the Generals with their hands in their pockets.

Labor Resents Old Order

Such things may seem trivial to those unacquainted with British Army conditions, but in reality they constitute revolution. They are symptomatic of the feeling of the entire working class, which resents the old established order of life. The fact that the detail of naval stokers to keep the mine pumps going is regarded as a perilous expedient, lest the stokers may declare for the miners, shows the degree of misgiving in Government circles as to the reliance to be placed on the forces of the Crown in the event of serious trouble.

Tomorrow the Triple Alliance of Labor will meet to decide if action shall be taken to enforce the withdrawal of British troops from Russia, to abolish conscription, to enforce the award of the Sankey commission, which the Government departments have obstructed, and to bring about the nationalisation of the mines.

If the meeting resolves on direct action it will be naked revolution and Bolshevism at once. Every hour that passes seems to strengthen the hold of Bolshevist doctrines among the British proletariat.

Masses Distrust Government

The prime reason for this situation is the absolute distrust by the masses of the present Government and Parliament. The discontented seem to think the Government has no policy except to keep in power until it can complete a scheme for still further prolonging its hold upon office. Premier Lloyd George has broken so many promises for social reform since he came under reactionary influences that no faith is placed in any of his pledges.

There is no alternative Government in sight. Liberals and Radicals have ruined themselves by nerveless, time-serving performances since their defeat at the polls. Nobody dreams of looking to them for a solution of the country's troubles. In fact, the chaos both in politics and labor excites the very gravest apprehension for the immediate future.

INDOOR SPORTS By Tad

HUH - GUARANTEED 50,000 MILES - I BELIEVED IT TOO - MINE WENT 300 MILES AND THEN FELL APART OLD RELIABLE - RATS - THEY PUT THE LIE IN THAT WORD
YOU KNOW HE BELIEVES EVERY AD THAT HE READS - YOU COULD SELL HIM WET MATCHES IF YOU ADVERTISED
HE EVEN BELIEVES THE THEATRE ADS - IF THE PRESS AGENT SAYS A RIOT - JIM GOES
HE OUGHTA HAVE A GOLD CHEVRON ON HIS BANK ROLL FOR WOUNDS
INDOOR SPORTS.
WATCHING A BLOKE READ THE AD THAT MADE HIM BUY A SET OF BUNK TIRES

MAKERS OF ZEPPELINS SEE NEW FIELD IN U.S.

Want To Come Here From Germany After Peace And Seek Financial Backing

London, July 30.—With the ratification of peace and the resumption of relations with Germany there is every possibility that some of the chief Zeppelin engineers and designers will make an effort to reach America and there try to enlist big financial backing for the development of rigid airships in the United States.

The correspondent of The New York World learned today that feelers have been put out in this direction. These Zeppelin builders feel that America will make a bid for aerial supremacy over England, and that America, rather than Germany, will offer the greatest opportunities in the construction of rigid airships in the next decade.

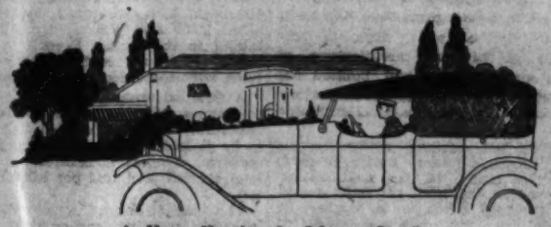
There have been other reports to the effect that interests in the big steel works in Germany would try to obtain financial control of the Zeppelin works, but so far they lack configuration.

All the indications in this country are that the development and perfection of aerial liners will go forward with persistent energy. This is seen in plans for the voyage of the R-33 for Cairo, whence she may proceed to India.

Use of airplanes in connection with these liners is under serious consideration. Both here and in America it has been found practicable for airships to carry airplanes, which may be released in a nose dive at a height of several thousand feet if the propellers and the engines are started before the release.

There has been a suggestion that the R-33 be thus equipped when she goes to Cairo, and that the airplane will carry the mails. Before the trip eastward the R-33 may make a trial run to Spain and back, while the R-34 will undergo general overhauling at East Fortune, to which place she is expected to fly tomorrow from Pulham, where she landed upon her return from Roosevelt Field.

A commission representing the Allied and Associated Powers is to go to Germany after the ratification of peace by the three powers, and to inspect there the Zeppelins and other airships, as well as the seaplanes, before their surrender, in accordance with the peace terms. The commission will include two American naval representatives and probably an army expert.



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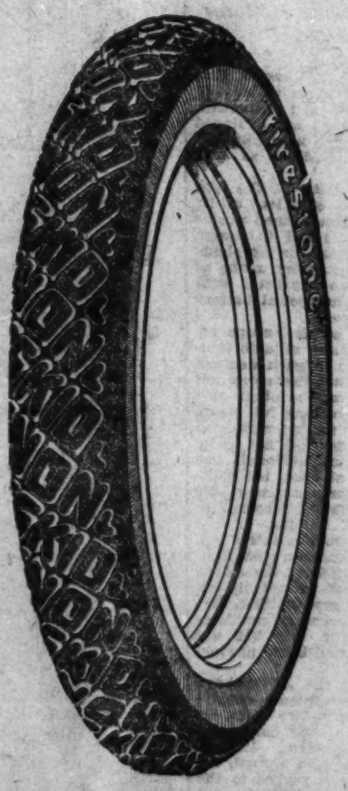

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Blazing Blimp Drops Into Chicago Office Building

Plunges Through Glass Roof Of Illinois Trust And Savings Bank Killing 11 And Injuring 27

Chicago, July 21.—Eleven persons were killed outright and twenty-seven were injured late this afternoon when a dirigible balloon, used in making exhibition flights in the neighborhood of an amusement park on the South Side, caught fire while flying above the Loop business district and plunged 500 feet or more in a blazing mass through the glass roof of the Illinois Trust and Savings Bank, at the corner of LaSalle Street and Jackson Boulevard.

Most of the dead were employes of the bank, who were trapped in the building and perished in a rain of fire caused by the explosion of the balloon's gasoline tanks as they hit the floor of the rotunda, where more than 200 bookkeepers and clerks, nearly all women, were working.

Four Jumped With Parachute

The "blimp," which was owned by the Goodyear Tire and Rubber Company of Akron, Ohio, had been flying above the loop for several hours when the accident occurred. Thousands witnessed the disaster.

When approximately 500 feet above the bank a spurt of flame was seen to shoot from the top of the gas bag near the center. The crowds gathered on the streets to watch the flight saw the great mass quiver as it began its plunge.

Four of the balloon's five occupants jumped with parachutes. Two of these landed safely in the streets as the "blimp" struck the roof of the bank with a crash audible throughout the loop district.

It seemed, according to the survivors, that the entire bank was instantly on fire. Breaking through the iron supports holding the glass overhead, the fusilage of the balloon, with two heavy rotary engines and several gasoline tanks, smashed to the floor.

The tanks exploded, scattering a wave of flaming gasoline over the workers within a radius of fifty feet. A panic ensued.

There were only two exits through which the employes could leave the wire cage which surrounded the rotunda. Men and girls, with clothing flaming, fought their way through these. Girls on the second floor ran screaming to the windows and several jumped to the street.

Soon the marble rotunda was cleared except for the dead, whose bodies were buried in the flaming mass, and some who crawled feebly away from the fire, their clothes slowly burning off.

Intense Heat Delayed Rescues

The intense heat made rescue work impossible until after the Fire Department arrived. It was thirty minutes before the bodies under the fuselage could be dragged out. They were burned almost beyond recognition.

Meanwhile ambulances from every hospital and undertaking establishment near the center of the city arrived and the police threw a cordon about the place. Dozens of persons were found to have been more or less severely cut by the shower of glass which preceded the explosion. The rescue work was watched by a crowd of 20,000 on Lasalle Street and Jackson Boulevard, while more thousands took places of vantage on the buildings nearby.

None of the survivors of the balloon's crew could ascribe a definite cause for the fire. Two theories were offered. One was that a spark from the rotary motors set the gas afire. The other was that the balloon was overcharged and that the sun's rays caused it to expand and burst, the fire following the contact of the gas with sparks in the motors.

It was intended to charge the bag with pure hydrogen gas, which is not inflammable. It was conjectured, however, that a quantity of oxygen become mixed in the charging process.

Pilot Shouted A Warning

When Jack Boettner, an employe of the Goodyear Tire and Rubber Company and pilot of the craft, saw the first flames he shouted warnings to the others in the gondola and jumped. All were protected by parachutes to their bodies by belts. Henry Weaver and Harry Wacker, mechanicians, soon jumped also. E. H. Norton, a photographer for a morning newspaper, was the last to leave.

The fifth man, Earl H. Davenport, publicity agent for the White City Amusement Park, where the "blimp" had its hangar, did not get out. His body struck the roof of the bank and was burned to a crisp.

Weaver's parachute caught fire, and he was overtaken by the flaming balloon and carried down to earth.

Boettner and Wacker landed practically unhurt—Boettner on the roof of the bank and Wacker in the street. Norton suffered broken legs and severe internal injuries. His recovery is doubtful.

The other dead were crushed and burned in the rotunda of the bank. The body of one, believed to have been Miss Evelyn Meyers, was caught under one of the heavy rotary engines and could not be dislodged until the fire was put out.

Where the gas bag lit and burned, the roof caught fire and it was nearly an hour before firemen on the roof could quench the flames there.

$50,000 In Bonds Burned

The extent of the damage to the bank, through the burning of its records is not known. It was said by an official, that a package of $50,000 in Government bonds was burned. Cashiers and tellers returned with the firemen later to lock up hundreds of thousands of dollars in currency in the huge vaults, which were untouched by the blaze.

Miss Harriet Messinger, the telephone operator who sat at her switchboard on the balcony above the rotunda, told the story of the disaster.

"There was a shadow," she said, "and I looked up to the roof. Instantly a crash sent the glass flying on the heads of those below. The girls hesitated, many of them stunned by glass or too frightened to run.

"Then the huge machine came through. It seemed to fill the bank with flames that searched out every corner. The heaviest part, the engines and tanks, fell to the floor and exploded.

"I ran to a window and called for help. Then I started to jump but no one made a move to catch me, so I ran to the street safely."

Making Tests For Passenger Service

E. E. Helm, publicity agent for the Goodyear Company, said that the machine was a sister ship of the A-4, which is in the service of the army. It was 186 feet long, about fifty wide, and carried a gondola capable of holding ten persons, including a crew of two and eight passengers.

"It was the intention of the company to establish later a passenger service," said he. "Our hangars at Akron are still in the hands of the army, and to make test flights we decided to use the hangars at White City, which are the best in the Middle West available for our use.

"We shipped the balloon three weeks ago. The craft was not considered safe until it had been thoroughly tested, and that was the purpose of today's flight.

"We left White City this morning and flew around until noon, when we landed at Grant Park. There had been some army officers as passengers in the morning, and it was our intention not to take any one with us on the later flight, but the photographer and Mr. Davenport pleaded to go, against our warnings, and we allowed them to do so."

Boettner, the pilot, said:

"As we neared State Street I felt the machine buckle and there was a tremor in the bag. I knew that something serious had happened and I quickly looked around. There I saw the smoke curling up from the nose of the bag. I knew at once that it would take only a few moments for the bag to go up in flames."

Parachutes Caught Fire

R. R. Renisch, an architect whose offices are on the top floor of the Insurance Exchange Building, 175 West Jackson Boulevard, was standing at his window watching the big dirigible when it caught fire.

"I saw men leap out," said Mr. Renisch. "The craft was about 200 feet higher than the point at which I stood. A man, who I presume was the pilot, suddenly stood up, waved his hands to his companions and leaped over the side of the car. He dropped about seventy-five feet, when his parachute opened and he went calmy sailing down.

"Other occupants of the airship followed the first man in his leap for life. However, their momentary delay in comprehending their peril lessened their chances of saving their lives. A second after the first man had made his descent, flames enveloped the entire bag.

"Three of the parachutes caught fire as they became detached from the car. They seemed to burn rapidly in the air, the men attached to them whirling round and round and descending faster and faster.

One of the burning parachutes was completely consumed after it had only partly opened, and the unfortunate man holding its hope went down like a rocket and fell right through the roof of the Illinois Trust and Savings Bank.

"I saw another man, who was holding to the second blazing parachute, strike the ledge of our building, narrowly miss making a footing and go swinging on.

"The third man with a burning parachute crashed against a window of the Western Union Building, smashed it, and swung back out again. I don't know where he landed.

"The last of the parachutes only slightly caught fire, and I saw the man hanging to it make a safe landing in the street.

"As the airship fell through the skylight of the bank I distinctly saw in the midst of the smoke and fire the terror-stricken face of a man. A gust of smoke blotted out his face, and then the mass disappeared from view into the interior of the bank."

Sheets Of Flame In The Bank

C. C. Hayford, of the credit department of the Illinois Trust and Savings Bank, who escaped injury, said that a sudden, terrific crash accompanied immediately afterward by a heavy explosion and a chorus of screams, interrupted him at his work.

"My office is at the extreme south section of the bank floor," said Mr. Hayford. "I ran out and an explosion followed by flames hurled me over.

"I got up and some one ran into me, screaming, 'Oh, it's raining hell!'

"A series of explosions came, great sheets of fire rising before me. Between the flashes I saw the struggling of persons in the midst of the flames.

"I turned sick. A man—I don't know his name—staggered out of a cage, carrying the body of a girl. His own face was covered with blood. I saw both men and women making a rush for the door, so I followed."

Soon after the accident the police, Coroner Hoffman, and the State Attorney's office began conducting an investigation to determine who was responsible for sending the balloon on a trial flight over the loop.

Seattle Gets Ships For Oriental Trade

Ten Shipping Board Vessels Will Provide Sailings From That Port Every Twelfth Day

Giving Seattle ten Shipping Board vessels ordered into permanent operation in the port's Oriental trade routes, the 9,600-ton steel steamship Wheatland, Mont., to be launched by Skinner and Eddy Monday afternoon, was assigned by the board's department of operations to the Pacific Steamship Company this morning, says the Seattle Times, August 2.

The 8,800-ton steel steamship Duel, to be launched soon by the Duthie plant, yesterday was assigned to Struthers and Dixon also for permanent operation in Seattle's Oriental routes.

Each of the steamship companies named now has five of the big steel carriers assigned to it for permanent operation in the routes named.

The vessels permanently assigned to the Pacific Steamship Company are the 9,600-tonners Eldridge, Edmore, City of Spokane and Wheatland, Mont., all built by Skinner and Eddy, and the 8,800-ton steamship Seattle Spirit, built by the Duthie plant.

The ships assigned to Struthers and Dixon are the 9,600-tonner Stanley, built by Skinner and Eddy; the 8,800-tonners West Henshaw and Duel, built by the Duthie plant, and the 8,800-tonners West Ison and Western Glen, built by the Ames plant.

The ten assignments will give Seattle a Shipping Board sailing every twelfth day.

More big carriers, however, are expected to be assigned to the route in question at an early date, all indications pointing to the permanent operation of a large Shipping Board fleet in Seattle's trans-Pacific route.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the **Columbia**. For all-round service they are positively unequaled.

If you need dependable current to run your motor car, give the **Columbia** a trial. You will never regret it, and we are sure you will become a **Columbia** enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractors or motor boats, use **Columbia** batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

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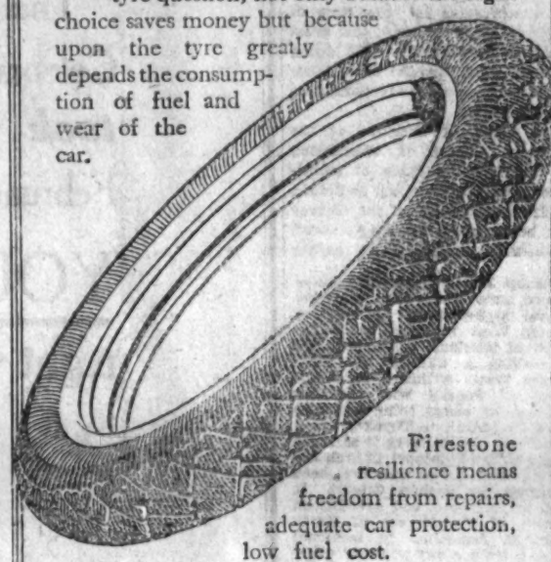

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Our Automatic Charger—simple, inexpensive and efficient, solves the home-charging problem.

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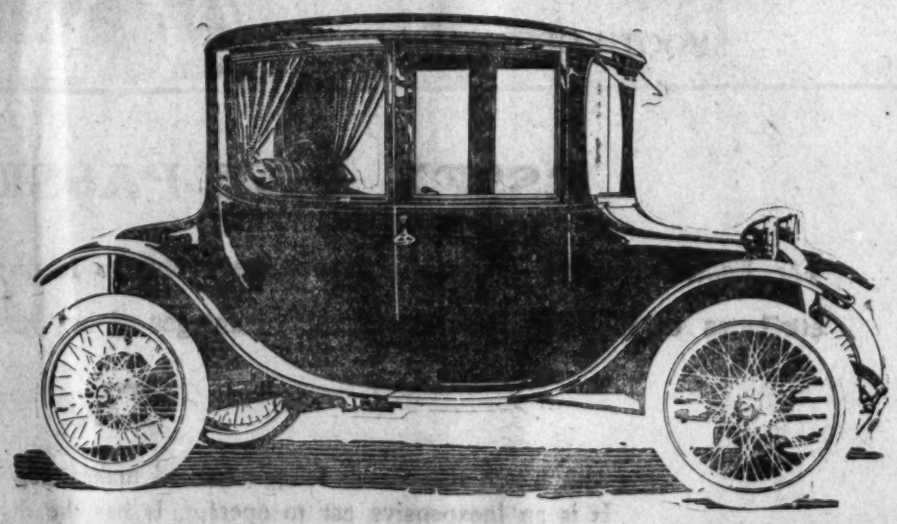

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MOTOR EQUIPPED CLERGY WILL SPREAD THE GOSPEL

Western American Parishes Of Episcopal Church Call For Motor Cycles And Cars

New York, July 6.—Some years ago there was a fully equipped motor chapel that moved around the country, and whenever halted served as an altar at which to celebrate religious services. Gasoline is to be called on to act as an aid to religion in another way. Several bishops of the Episcopal Church have asked for small automobiles and motorcycles for the uose of their clergy in covering the great distances between the half dozen parishes, which are the usual allotment for a priest in a Western missionary district.

The board of missions of the Episcopal Church is considering the wholesale purchase of motorcycles, and this item will be among hundreds included in the survey now being made for the Church's nation-wide campaign of expansion.

Bishop James Wise, of Kansas, prefers motorcycles for his priests. Several high-powered motorcycles, Bishop Wise recently wrote the Board of Missions, will enable him to provide a number of small Kansas towns within a sixty-mile radius of Topeka with services each Sunday, clergy being sent from Grace Cathedral, in Topeka.

In Texas, where there is so much room and the Episcopal Church has four dioceses, motor cars have been requested by Bishop Clinton L. Quin, of Houseton, and Archdeacon Garner, of the diocese of North Texas at Amarillo. In localities where a train a day or every other day is the rule both believe the motor car will be a potent factor in giving the people service weekly instead of once or twice a month, as is now the case.

South Dakota is another Episcopal diocese where motor cars will play a part in evangelising the state. "A priest with a machine can do just four times the work out here that he can without one," Bishop Hugh L. Burleson, of Sioux Falls, recently wrote the Board of Missions. "There are a number of towns off a railroad where the ministrations of the church are eagerly sought by the people but cannot be given because of transportation difficulties."

If the bishops can prove that with the aid of gasoline they can increase their activities 400 percent it is expected that the directors of the nationwide campaign will include in their budget an adequate appropriation for the equipment of a band of motor missionaries.

The Only Sufferer—
A MOTOR-CAR OWNER!

"There was a remarkable absence of fires during the Chinese New Year Celebrations. From Friday night, the 31st January, ***when a Motor-Car took fire in Thorburn Road,*** to the morning of Tuesday, the 4th February, there was not a single fire in the International Settlement." (*Vide Local Press.*)

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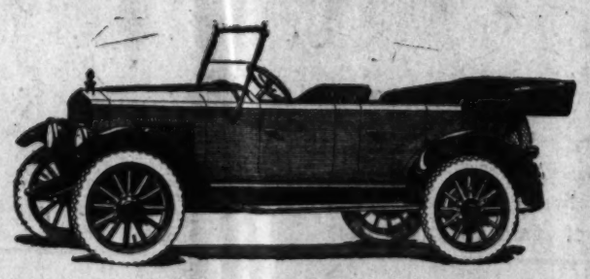

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The Essex combines at minimum cost the exclusive features of comfort, safety, luxury, performance and beauty that are the attributes of high-priced cars, with the advantages of low first cost, tire economy, light operative cost and minimum depreciation.

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with which the chassis is constructed makes depreciation small. The Essex is a low-priced car to buy. It is an inexpensive car to operate. It has the dignity that comes from power and poise. It will continue to operate smoothly and quietly with an accelleration and flexibility that will inspire the pride of ownership. It is in keeping with one's ideas of economy and good taste.

Full particulars may be obtained from

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Sporting and Comic Picture Section

Sunday, August 31st, 1919

Bringing Up Father

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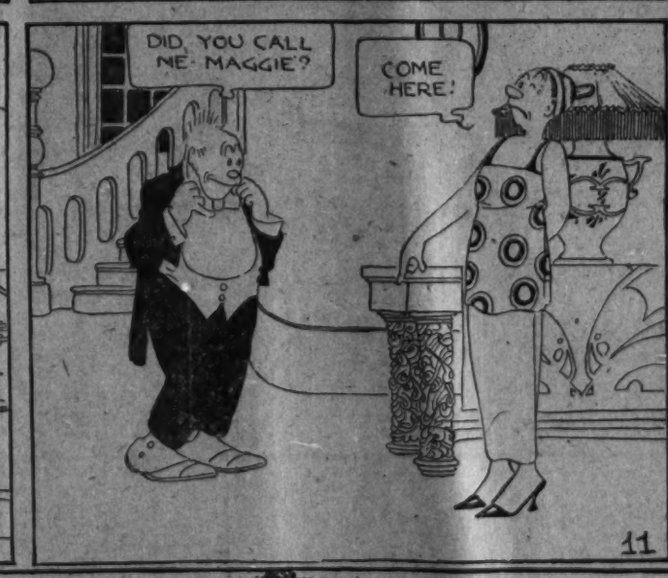
ANOTHER FREE LUNCH CROWD!
1

NOW REMEMBER· COME TO THE HOUSE AN' SAY YOURE FROM THE EMPLOYMENT AGENCY AN' AFTER DINNER· WE'LL HAVE A GAME OF PINOCHLE IN MY ROOM·
WE'RE ON!
2

I BROUGHT JUDGE SOAKEM ALONG· HE HAS HEARD SO MUCH ABOUT YOUR HOUSE· HE IS ANXIOUS TO SEE IT·
OH! I'LL BE DELIGHTED TO SHOW HIM AROUND·
3



SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, AUGUST 31, 1919

SHANGHAI NINE DEFEATS COOLIES

Locals Win 3-0 Despite Addition Of Scott And Glauque To Chinese

JAPANESE PLAY TODAY

Meeting Shanghai In Second Game Of Series; Gill To Face Imayi

JAPANESE PLAY TODAY

The second game in the series for the championship of the Settlement between Shanghai and the Japanese team will be played at the Race Course this afternoon, starting at four o'clock. Gill is to pitch for Shanghai with Imayi again working for the Japanese.

Johnny Scott and Charley Glauque enlisted with The Coolies yesterday afternoon for a practice game against Shanghai that was stopped in the fifth by the heavy rain. Even Scott and Glauque could not stop the winning streak of the locals for Bradley's double in the fourth chased Gill and Hoffman across and the Shanghai captain scored a minute later when Weh Ting allowed Glauque's throw to go to left field. The final score was 3-0.

The two Sox nines were billed to clash but only 11 men showed up to play so the Coolies were mobilised and thrust into suits to support Scott and Glauque. The number one, playing third base, made the only error while the number two at second base and the third in power, who worked at first, played nice ball. Jung Hoo, the first sacker, handled eight chances. The coolies had trouble with Crow's alleged fast one.

Then again the Chinese were over ambitious on the bases and Loh Tse, the second baseman, even went so far as to figure that he was out before Umpire Merriman so decreed. Then Loh was out. That was in the third, the session that presented the lone coolie opportunity to score.

Bradley's clout in the fourth went clear over Kwei Boh's head in left and the wallop, coming after Gill and Hoffman had cleanly singled, decided the issue.

The Chinese infield played remarkable ball, Tsoh Loh making two nice stops at short and handling himself like a real ball tosser.

Shanghai

	AB	R	H	TB	PO	A	E
Pruitt, c	3	0	0	0	5	2	0
Crow, p	2	0	1	1	1	2	1
Brown, 1b	2	0	0	0	6	0	0
Gill, 2b	2	1	1	1	0	2	2
Hoffman, ss	2	1	1	1	2	2	0
Bradley, 3b	2	1	1	2	1	1	0
Heen, lf	2	0	0	0	0	0	0
Alexander, cf	2	0	0	0	0	0	0
Cavanaugh, rf	2	0	0	0	0	0	0
Totals	19	3	4	5	15	9	4

The Coolies

	AB	R	H	TB	PO	A	E
Jung Hoo, 1b	2	0	1	1	7	1	0
Weh Ting, 3b	1	0	0	0	0	1	1
Scott, p	2	0	1	2	0	1	0
Glauque, c	2	0	1	1	7	1	0
Tsoh Leh, ss	2	0	1	1	0	2	0
Loh Tse, 2b	2	0	0	0	0	3	0
Kwei Boh, lf	2	0	1	1	0	0	0
Koong Loong, cf	2	0	0	0	0	0	0
Kung Fah, rf	2	0	0	0	0	0	0
Totals	17	0	5	6	14*	9	1

*Bradley out, hit by batted ball.

By innings	1	2	3	4	5	R	H	E
Shanghai	0	0	0	3	0	3	4	4
Coolies	0	0	0	0	0	0	5	1

First base on errors—Shanghai, 1; Coolies, 2. Two base hits—Bradley, Scott. Left on bases—Shanghai, 2; Coolies, 5. Hit by pitcher—Crow. First base on balls—off Crow, 2; off Scott, 2. Struck out—by Crow, 5; by Scott, 7. Stolen bases—Bradley, Crow, Kung Fah, Loh Tse. Time of game—80 minutes. Umpire—Merriman.

Smiles from the Mixed Court

Waung Ah-sun, together with two large baskets of assorted vegetables and one basket of straight onions, was coming along the Miller Road in a ricsha a couple of midnights ago when he happened to pass beneath an arc light and the inquiring gaze of a gimlet-eyed member of the city's Chinese detective staff.

Stopping the outfit the detective demanded of Waung where he had obtained all this garden produce at such a time of night. Why, said Waung, right off of his little old farm, and he was taking it over to Frenchtown, where, he had heard, prices were better, to market it. The sleuth looked Waung over carefully and observed caustically that if he, Waung, were a farmer, he, the observer, was a bricklayer. Since when had they begun adopting city costume on the farm, he wanted to know. Also, it was the first time he had ever heard a gentleman from the agricultural districts garnish the fresh syntax of the suburbs with a lot of Shanse Road slang. The detective said he would like to go back with Waung and have a look at his farm.

Whereupon Waung relinquished his peasant pose and admitted that he had been merely bluffing. The facts were, he said, that the green goods had been turned over to him by a friend who lived at such and such a place on Miller Road. He was merely taking it to market as agent. Instead of being disarmed by this information the detective said they would go back to the place mentioned and just have a look-see.

They found the place as specified, a godown which, according to the signboard, belonged to one Zia Foong-tah. The officer said they'd better go around and wake Zia up, just for final asurance that everything was all right. When aroused Zia admitted ownership of the godown and stated that he was engaged in the vegetable trade, but when shown Waung and the ricshaful of onions he developed symptoms of epilepsy and called Waung a robber. At this Waung also became hysterical and declared that it was all the fault of Dzung Kah-ziang. Dzung, it appeared, was coolie in the Zia household and he was sent for with haste.

Dzung denied all knowledge of Waung or vegetables and feverishly resumed his denials next morning in Court. Waung's final version of the affair was to the effect that he had gone to the godown and asked Dzung for a few onions for his own personal use. He couldn't prevent Dzung's presenting him with three bushels of stuff.

Dzung and Waung each got a week.

More Official Skepticism

Another case of skepticism on the part of the police brought woe to Ting Shih-sung.

Ting was moving actively along Chaoufoong Road with a bundle under his arm when a Chinese Police Constable stopped him and asked what was in the parcel.

"Three pieces of clothing," said Ting promptly.

"Let's see," said the cop, and opened the package.

The articles of wear were five. So the C. P. C. said "ah ha!" with a significant inflection and took Ting to a police station.

Ting told the Magistrate that the clothes had been given h'm by their previous owner, Tsen Yoong-sung, for the purpose of pawning. He and Tsen were old friends and had lived in the same lodging house for a long time. Where was Tsen at present? the court inquired. Ting said he didn't know and explained that he, the witness, had moved his lodgings. He hadn't seen Tsen for several days. The court readily believed this but evidently thought that it wasn't according to Tsen's inclination and fined it so that the latter can soon hie friend any day he likes for the next month, providing he calls during visiting hours.

INDOOR SPORTS By Tad

TOUGH LUCK WASN'T IT?
AND THEN POOR FRANK BROKE HIS LEG AND SHE WAS IN MORE TROUBLE — THE OLD NEIGHBORHOOD AIN'T THE SAME JIM — YOU HEARD ABOUT THE CROWLEYS DIDN'T YOU?
GEE IT'S 3 PM NOW - HE'S SAID GOOD BYE 16 TIMES ALREADY - GO IN AN TELL JIM THAT HIS WIFE IS DYIN OR SOMETHING
HE'S GOT PATTI STOPPED ON THAT FAREWELL THING I THINK HE'S THE FAREWELL KID
AW JIM IS TOO POLITE - HE OUGHTA GIVE THE PEST THE BUMS RUSH - LET'S ALL YELL FIRE AN RUN
INDOOR SPORTS
TRYING TO GET RID OF A PEST WHO IS DELAYING THE FELLOW YOU NEED FOR A SWELL FOURSOME

At The Theaters

The final episode of the aerial picture, "The Lightning Raider" will be shown at today's matinee at the Isis Theater and in addition to this the bill includes the widely known film "Three Weeks."

Opening tomorrow at the Isis will be shown the third and fourth episodes of the "Beatrice Fairfax" series of pictures. Each of these portrays a complete story. The bill tomorrow also includes a performance by the Cliquet Family of five aerial performers, acrobats and comedians.

At the matinee at the Apollo theater today "Salvation Joan" will be shown and the main feature of the Apollo bill tonight will be "Todd of the Times," a story of American newspaper life in which Frank Keenan is star.

Opening tomorrow the reel drama "The Ninety and Nine" will be presented. In this Lucille Lee Stewart and William Courtenay are co-stars. The bill also includes a Lonesome Luke comedy.

"At First Sight," a picture in which Mae Murray is star, is the current offering at the Victoria theater. The picture will be shown again tomorrow.

"The Selfish Woman" is the feature of the new bill that opens today at the Olympic theater. The Olympic an ounces that "Intolerence" and "Hearts of the World," two npted scheen productions, are soon to be presented.

"The Ninety and Nine" will be shown tonight at St. George's Garden on Bubbling Well Road. The bill also includes Pathe's Gazette and other new films.

Clay Pigeon Shooting

Members of the Shanghai Clay Pigeon Club will compete today for the Wilden Cup, generously presented by Mr. H. A. Wilden, Consul-General for France. The conditions will be 25 birds from "Leggett" trap under sealed handicap and the competition will begin at 5:15 p.m.

TENNIS IN ENGLAND

(Reuter's Service)

Deauville, August 26.—Lawn tennis: The Davis Cup, Mens' doubles, Gobert and Laurentz (France), beat Roper Barrett and Turnbull (British Isles) 6-0, 6-1 12-10. The British Isles are now faced with the task of having to win their two remaining singles matches tomorrow.

CRICKET IN ENGLAND

(Reuter's Service)

London, August 26.—Cricket: Middlesex versus Surrey, Kent versus Yorks, Notts versus Derby, Worcester versus Warwickshire, Gloucester versus Essex, Hampshire versus Sussex, all drawn.

Rain Puts Extinguisher On Yesterday's Cricket

The match scheduled for the Cricket Club's ground yesterday afternoon between the Club's "Probables" team for Hankow and the Rest of the Club was commenced shortly before 3:00 p.m. the "Probables" going into bat.

Capt. Stagg sent Middleton and Thomson in to face Wainwright and Read and through good work on the part of both bowlers the first four wickets were down for 21. Middleton was caught by Wainwright in the slips, through the ball glancing up his bat. J. M. Pearson, who joined Thomson, was easily disposed of by Read with 2 to his credit. Thomson was the next victim, falling to Wainwright's "googolie" deliveries after he had collected 3. Wainwright had them all guessing. Clifford could do nothing and had to take to the pavilion due to Read's off break. It was unfortunate because Clifford seemed to be getting nicely set and so far this season he has had abominable luck.

Hansell and T. C. G. Pearson got going and an exceptionally good fifth wicket stand was made by this pair, the score jumping from 21 to 73. Pearson was missed by Tait after he had garnered about 15 and with this the only life the pair of them made things hum, which was rather a relief considering it had taken the previous four wickets 45 minutes to collect 21 runs—a not too promising performance for an interport team.

R. J. Tippin relieved Wainwright at the south end and from the first it was easily seen that both batsmen preferred his fast bowling to the slow tricky work of Wainwright. This was Hansell's first performance this season with the willow and a right good one it was. He got properly set and his good driving to the off was the principal feature in his getting of 33 before Wainwright held him at second slip with one of the finest catches seen this season on the cricket fields.

Stagg joined Pearson but did not live long, snicking one up which Deeks behind the sticks made very sure of. Copper was disposed of by Tippin for 5 and Tribe was caught by Yates in the slips trying to hit a six but which swipe was slightly misjudged. Pearson at this stage seemed to be getting reckless and it proved his undoing for he hit crossed bat at a straight ball from Tippin and had to take to the pavilion having garnered 52 in a very fine innings. This promising young player has a very fine easy style, much more so than his brother who seems a little afraid to hit out at even a loose ball until he has survived several overs. It is a pity T. G. Pearson's eyesight is not better for he would then show much more confidence and with a little coaching should turn out one of Shanghai premier bats.

Fielding on the part of the Rest of the Club was sound and with the exception of the life given Pearson no one can have a grouse. Tippin bowls a fast ball, perhaps a trifle too fast for a young bowler, but as long as he does not get too careless and keeps his length should as time goes on develop in to one of Shanghai's best.

Read bowled very consistently throughout 15 overs and heads the bowling average with 3 for 22. Wainwright had them all guessing but seemed to tire towards the end, which gave both Hansell and Pearson the opportunity they waited for.

After tea Deeks sent Hayward and Walnwright to open for the Rest of the Club and the two made a good first wicket stand for 39, Hayward being caught by sub. at square leg after having had 17 chalked up to his credit. W. O. Lancaster joined Wainwright but the weather here decided that cricket should be stopped for the afternoon and with Wainwright with 17 and Lancaster with 3 the game was brought to a close. Clifford was the only successful bowler for the Interport team, taking the lone wicket at a cost of 8 runs. Hansell in his 4.3 overs had the misfortune to bowl 3 'no balls,' the wind no doubt the cause of the misfortune. The Interport Team know how to field.

Probables

H. Middleton, c. Wainwright, b. Read	4
C. E. M. Thomson, b. Wainwright	2
J. M. Pearson, b. Read	2
W. C. G. Clifford, b. Read	2
W. N. Hansell, c. Wainwright, b. Tippin	33
T. G. Pearson, b. Tippin	52
E. W. Stagg (Capt.), c. Deeks, b. Tippin	0
C. R. S. Cooper, b. Tippin	5
K. W. Tribe, c. Yates, b. Wainwright	6
E. G. Barnes, not out	0
A. N. Other, did not bat	0
Extras	4
Total	111

Bowling Analysis

	O.	M.	R.	W.
F. L. Wainwright	14.2	3	54	2
W. S. Read	15	5	22	3
R. J. Tippin	8	–	31	4

S. C. C.

A. W. Hayward, c. sub. b. Clifford	17
F. L. Wainwright, not out	17
W. O. Lancaster, not out	3
C. Knight, D. Yates, E. G. Tait, W. S. Read, S. J. Deaks, F. H. Pentycross, R. J. Tippin and A. N. Other, did not bat.	
Extras	0
Total	41

Bowling Analysis

	O.	M.	R.	W.
W. N. Hansell	4.3	–	22	–
W. C. G. Clifford	4	–	8	1
T. G. Pearson	1	–	7	–

Lawn Bowls

The final of the Shanghai Lawn Bowls Association Pairs Championship was to have been played off yesterday afternoon on the rinks of the Shanghai Lawn Bowls Club but unfortunately had to be postponed after a few ends had been contested through the weather.

Messrs. W. T. Bisset and A. A. Malcolm—holders—and Messrs. F. Ferrier and A. Taylor, all members of the Yangtszepoo Lawn Bowls Club, were the contestants. A good display of bowls was witnessed as far as the game went, the score being 8 to 4 in favor of the latter couple when the rain stopped everything.

Today's Lawn Bowls

The Junior Golf Club and Recreation Club lawn bowlers will meet today in a match to be played at Hongkew Park, beginning at 4:45 p.m. Following are the selections:

Junior Golf Club	Recreation Club
T. Spring (skip)	A. Veitch (skip)
F. B. Walker	N. David
H. Macfarlane	H. Landers
M. B. Anderson	H. Wooten
G. B. Stormes (skip)	H. S. Smyth (skip)
A. Braid	W. S. Featherstonhaugh
G. Sherman	A. R. Scott
G. Hall	T. Poignand
D. McAlister (skip)	A. Eck (skip)
S. Chilver	J. W. Reeves
F. George	R. E. Phillips
W. R. Kinipple	S. Wallace
J. Burnside (skip)	R. J. Bowerman (skip)
P. Critchley	J. E. Lucas
A. E. Hayward	T. Thurnheer
P. Ephgrave	A. T. Brown

Reserves: S. J. G. C.: J. Rush and G. Sale.

S. L. B. C. v. Yangtszepoo

The Shanghai Lawn Bowls Club and Yangtszepoo Lawn Bowls Club meet in an inter-club match on the S.L.B.C. rinks at 4:30 p.m. today. The following have been selected to represent the Lawn Bowls Club:

G. L. Campbell (skip)	J. T. Disselduff (skip)
D. Menzie	H. H. Fowler
W. B. Pitt	F. Large
F. L. Marshall	J. J. Sheridan
Albert Taylor (skip)	J. C. Macdougall (skip)
J. D. Gaines	O. Crewe-Read
E. Payne	A. W. McCallum
R. Simmons	W. N. C. Allen
A. D. Bell (skip)	
J. Buckley	
F. A. Sampson	
P. Munro	

Reserve—G. MacSweeny.

The Yangtszepoo Club will be represented by the following:

G. McMurdo, R. Anderson, S. Marks and D. Campbell.

A. A. Malcolm, W. T. Bisset, H. Roebuck and R. Dorrance.

A. McGregor, R. C. Aitkenhead, C. Richards and J. Johnston.

F. Ferrier, J. Shaw, G. E. Marshall and J. McPherson.

W. S. Campbell, A. S. Allen, G. Bloom and A. Taylor.

Reserve—J. McKenzie.

SWIMMING GALA ATTRACTS MANY

Standing Room At Premium For Annual Tourney At Rowing Club

EVENTS CLOSE CONTESTS

Miss McMurdo Wins Ladies' Race; Program Run Off Without Hitch

There was scarcely standing room last night at the Rowing Club when the second half of the 1919 gala was brought off. The events were run off without a hitch and the varied program was much enjoyed.

Donald won the obstacle race in masterly style. Brown captured the half-mile, the only other entrant, C. E. Ozorio, failing to turn up.

Grant won the plunge for distance handicap from scratch with the fine performance of 60 feet, 7 inches.

Everett annexed the boys' one length race after a fine tussle with Jenssen.

The graceful diving championship was won by Gutierrez, a very popular victory. The handicappers were all out in the ladies' one length, Miss N. Johnston having no chance at all with 18 seconds to allow in 100 feet.

The race went to Miss E. McMurdo with Miss G. Strike placing second.

The team race was an easy win for the Rowing Club, practically every one of their men beating his opponent.

Event 1.—Obstacle Race.—Two lengths.

J. H. Johnston, W. M. S. Brand, K. A. Mansfield A. E. Donald, L. Bertes.

Winner Donald. Time: 51 2-5.

Second, Mansfield; third, Bertes.

Event 2.—Long plunge handicap.—Time limit—one minute.

A. J. Grant	Scratch
E. V. Fetherstonhaugh	"
W. M. S. Brand	Recs. 5 Feet
E. A. Brodie	" 8 "
A. P. Goldman	" 15 "
A. E. Donald	" 15 "
S. Yates	" 20 "

Winner Grant; Second, Brodie; Distance 60' 7"

Event 3.—One length boy members handicap (final).

Winner Everett; Second, Jensen, Time 21 1-5 secs.

Event 4.—Graceful Diving—Shanghai Championship.

Conditions.

1. One standing header from highest step.

2. One running header from springboard.

3. One fancy or eccentric dive from either steps or springboard.

Maximum—12 points each dive.

Note.—In the event of a tie, competitors will take extra dives commencing with a standing header. If no decision is arrived at a running header is then to be taken; and in the event of there still being a doubt another fancy or eccentric dive is to be taken and the above repeated until a decision is made.

Previous winners: 1917, A. M. Guttierrez; 1918, J. B. Brown.

J. B. Brown, S.R.C.; E. A. Brodie, S.R.C., A. P. Goldman, S.R.C.; A. M. Guttierrez, S.I.S.C.; E. C. J. Pereira, S.I.S.C.

Winner Guttierrez; second, Brown.

Event 5.—One Length Ladies' Race.

	secs.	goes at
Miss G. Strike	18	go
" D. Focken	17	1
" E. McMurdo	17	1
" M. Richards	16	2
" C. Richards	10	8
" L. Focken	8	10
" N. Johnston	scr.	18

Winner, Miss E. McMurdo; second, Miss G. Strike. Time—31 1-5 seconds.

Event 6.—Team race: S.R.C. v. S.I.S.C.—China Weekly Cup.—Five men a side. One length.

S.R.C.—K. Mansfield, A. P. Goldman, J. B. Brown, E. A. Brodie and E. V. Fetherstonhaugh.

S.I.S.C.—V. Elliot, C. Encarnacao, C. E. Ozorio, F. A. Remedios and E. F. Meare.

Winners—Rowing Club. Time—1:25 4-5.

Event 7.—Naval Race.

Haight, U.S.S. Wilmington	1
Hall, U.S.S. Wilmington	0
McGill, H.M.S. Kinsha	0

Time: 54 4-5 secs.

Event 8.—Blindfold Race.—One length.

E. V. Fetherstonhaugh, A. E. Donald, J. H. Johnston, K. A. Mansfield,

J. B. Brown, W. M. S. Brand, E. A. Brodie, F. Henry, C. Fuxman, A. P. Goldman, S. Yates, H. H. Nash, E. G. Barnes and L. Bertes.

Winner, Goldman; second, Fetherstonhaugh.

Event 9.—Graceful Diving.

Points for this event in conjunction with event 12 on previous day to count for the Holloway Challenge Cup. One dive each from 4th and 6th steps, and two dives each from top step.

K. A. Mansfield, A. E. Donald, A. P. Goldman, E. A. Brodie and J. H. Brown.—Minimum, 10 points per dive.

Winner, Brown; second Goldman, third, Donald. The judges found it hard to decided between Brown and Goldman.

Event 10.—Two Lengths Breast Stroke. (Handicap).

	secs.	goes at
J. H. Johnston	3	3
S. Yates	6	4
K. A. Mansfield	6	4
A. P. Goldman	5	5
E. V. Fetherstonhaugh	6	6
P. S. Page	4	6
A. E. Donald	scr.	10

Winner, A. P. Goldman; second, S. Yates. Time, 54 2-5 secs.

Event 11.—220 Yards Handicap.

	secs.	goes at
J. B. Brown	12	8
E. A. Brodie	scr.	20

Winner, Brown; second, Brodie. Time, 3.06.

Event 12.—Pillow Fight Competition.

W. M. S. Brand, S. Yates, A. K. Brown, S. Starling and J. H. Johnston.

Winner, S. Yates, who vanquished Brand, Starling and Johnston in turn.

Water Polo

S. R. C. (White) v. S. I. S. C. (Blue).

S. R. C.—E. C. Barnes; W. J. Brown; L. Bertes; I. D. Macdonald; D. H. Cooke, E. V. Fetherstonhaugh, J. B. Brown.

S. I. S. C.—A. Leitao; F. A. Remedios; E. Waller; V. Elliot; C. E. Ozorio, E. F. Mears, C. Encarnacao.

Referee—P. Fowler. Timekeeper—H. F. Merrill. Goal Scorers—Messrs. J. H. McGregor and S. A. Starling.

Interest was at a high pitch when the game began, and the referee thought it well to warn players that a second deliberate foul would entail being put out of the water. From a comer Mears drew first blood. Give and take play then ensued until Macdonald, with a fine long shot to which the S.I.S.C. goalie rather easily succumbed, drew his side even.

The whistle went for half-time with the score reading: S.I.S.C., 1 goal; S.R.C., 1 goal.

A very moot question arose in the second half as to whether the S.I.S.C. goalie scored against his own side—anyhow Starling gave it a goal. A fine shot by Ozorio, however, put matters even once again amid tremendous applause. Cooke and Mears were both ordered out of the bath for fouling.

At full time it was still a tie and the two captains decided to play it out. Bertes scorad and the result was:

Rowing Club	3 goals
S.I.S.C.	2 goals

COBB AGAIN LEADS AMERICAN LEAGUE

Tyrus Of Detroit Now Ahead Of Jackson; Thorpe Heads National

Chicago, July 26.—Ty Cobb's try for the 1919 batting championship is under way. According to unofficial averages, including Wednesday's games, he is leading the race with .350. He batted his way from third place within a week.

George Sisler of St. Louis, was sixth in batting a week ago. Saturday finds him tied for second place with Joe Jackson of Chicago, at .346. Sisler tied Peckinpaugh of New York, for honors in scoring and Milan of Washington, for base stealing. He has counted 57 times and stolen 21 bases. Babe Ruth swelled his home run collection to 15.

Leading batters for 30 or more games:

Cobb, Detroit, .350; Jackson, Chicago, .346; Sisler, St. Louis, .346; Williams, St. Louis, .339; Veach, Detroit, .338; Peckinpaugh, New York, .336; Flagstead, Detroit, .330; Rice, Washington, .326; Roth, Boston, .320; Gandil, Chicago, .314.

Bagging 33 hits in 24 games has kept Jim Thorpe of Boston, in the batting lead of the Nationals. His average is .376. Cravath of Philadelphia, has made nine homers and Kauff of New York, eight. Bigbee of Pittsburgh, leads the base stealers with 21, while Flack of Chicago tops the scorers with 50.

Leading batters for 30 or more games:

Thorpe, Boston, .375; Cravath, Philadelphia, .354; Meyers, Brooklyn, .328; McHenry, St. Louis, .327; Young, New York, .324; Williams, Philadelphia, .319; Wheat, Brooklyn, .316; Konetchy, Brooklyn, .310; Rousch, Cincinnati, .310; Hornsby, St. Louis, .309.

RACING IN ENGLAND

(Reuter's Service)

London, August 27.—The Ebor Handicap was run this afternoon with the following result:

Race Rock	1
Wildwood	2
John Jackett	3

Nine ran. Won by a short head; a head between second and third.

Betting:

100 to 7 against Race Rock.
10 to 1 against Wildwood.
6 to 1 against John Jackett.

ALLIES BAN PONIES OF ENEMY ALIENS

Severe Blow Dealt Breeding Activities Of Germany, Austria, Bulgaria And Turkey

The decision of the English and Belgian jockey clubs to bar from participation in racing and the refusal to accept for registration in the English Stud Book any alien enemy horses will be a crushing blow to the horse breeding activities of Germany, Austro-Hungary, Bulgaria and Turkey.

Thoroughbred sires, most of them of English lineage, were the foundation of the great army and racing studs developed by Germany and Austria-Hungary. The best were none too good in the establishment of a type of general purpose horse. The English Derby winners, Ard Patrick and Galtee More, each cost $110,000. The Thousand Guinea winner, Kirk Connel, and St. Maclou, the grand sire of Harry Payne Whitney's Vindex, were among the other fine sires that were available to farmers and breeders at a nominal fee.

The Russian government originally purchased Galtee More, and he was subsequently acquired by Germany chiefly on the recommendation of Count Lehndorf, who had charge of the great Prussian stud at Graditz.

English Studs Drained

The records of the English Stud Book show that for the twenty years prior to the outbreak of the war 2,250 entire thoroughbreds—some of which were foals at the time and were subsequently gelded—were imported from Great Britain by Germany. During the same period there were approximately 2,000 fillies taken from England for German account. It is reasonable to assume that during the same time heavy drains were made upon French and Belgian studs.

The French Jockey Club has not as yet taken any formal action regarding alien-owned horses, but they may confidently be expected to follow the lead of their allies and neighbors. England's great turf events are open to the world, but France has with few exceptions no big turf prizes for horses foaled outside of the republic.

Spain, which has within the past few year taken great strides in racing and breeding, chiefly due to the active sympathy and participation of King Alfonso, whose nom de course is Duke of Toledo, will probably furnish an asylum for German turfmen who yearn to win honors outside their own country.

U. S. Action Unknown

Whether the Jockey Club of America will take any action in the premises remains to be seen. The United States is so remote from the interdicted countries that there is little likelihood of any German bred or owned thorough-breds being sent here for competitive purposes.

Germany maintained racing on a more or less pretentious scale during the war and there was no let-up in breeding. The future, however, will probably find her in the open market of the world, bidding for the best blood obtainable. She will be forced to take this course in order to keep up the standard of her horses.

The entire situation in a nutshell would seem to be that the Allied turf authorities do not propose to let the enemy reap any benefit from the thoroughbreds they pilfered during the war.

STRONG ARM MEN STAY IN BIG LEAGUES

Good Throwers Remain Longest In Majors; Ross Young And Peckinpaugh Examples

Who has the best throwing arm of the big leaguers? That is, of course, excluding battery men, for they are supposed to possess exceptionally good arms.

Such a question put to a group of baseball experts, fans or players, would undoubtedly draw a wide divergence of answers. Nevertheless, there are several players in each league who stand out in the matter of throwing arms that possess both speed and accuracy.

These players are "Rabbit" Maranville, of the Boston Braves; Ross Young, of the Giants, and Rogers Hornsby, of the Cards, in the National League, and Joe Dugan, "Fillie" Walker, of the Athletics, and Harry Hooper, of the Red Sox, in the American League.

Despite the fact that all big leaguers are supposed to own powerful whips, there are only about a dozen in each league whose throwing ranks above the ordinary. It is a false belief, especially as far as outfielders are concerned, that a player to succeed in the majors must have a powerful arm.

Good Arm Advantage

It is a big advantage, of course, for a player to have a powerful whip, but getting throws away quickly is much more important than throwing fast balls, especially as regards infielders. Maranville and Dugan are outfielders of the rare type, who can throw a fast ball and at the same time get away quickly.

The "Rabbit" has a sort of [illegible] hand motion which carries the ball on a line and as straight as an arrow. The Bostonian, for that matter, can throw from any position, but generally he relies on the overhand sweep.

Dugan throws with a side-arm motion. This throw, although about as fast as Maranville's, is not quite as accurate, but in getting the ball away without any loss of time, there is little to choose between the two. In ground covering Maranville has a little the advantage, being able to go to his right better than the Athletics' youngster. Hornsby is a star in the matter of throwing, as well as a good ground coverer.

Young, Walker and Hooper top the outfielders in their respective leagues when it comes to heaving the ball. The local star is one of the best in this respect that has ever graced the outer garden. He gets the ball away quickly, can throw a considerable distance and with accuracy. Those who saw the big opening Sunday game between the Giants and Phillies can attest to this fact.

Showing Young's Power

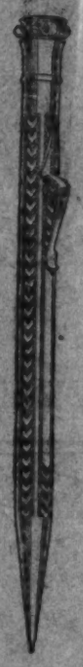
In that game, with a Philly runner on first base, the batter hit into right field. The runner got a good start and it appeared he would make third easily. Young set himself, and on receiving the sphere rose and shot the ball to third. It plunked into Zimmerman's hands at third and the runner was nailed by at least five feet. Walker and Hooper are much the same sort of throwers.

Those who possess exceptionally strong arms are infielders Blackburne, of the Phillies; Smith, of the Braves; Groh, of the Reds, and Baird, of the Phillies, and outfielder Burns, of the Giants. In the American League, infielders Weaver, of the White Sox; Peckinpaugh, of the Yanks; Vitt, of the Red Sox, and Gardner, of the Indians, and outfielders Lewis and Vick, of the Yanks, and Speaker, of the Indians, rank with the best in the matter of winging.

Bill Hanna, the veteran baseball writer, who has seen them all, says that in getting a ball away quickly Dugan is the best he ever saw. "But the fellow professional or amateur, who owned the best arm for heaving a baseball was Harry Le Gore, the Yale star athlete," Hanna added.

"Le Gore could shoot a ball knee high and have it carry clear across the diamond at the same level. An instance of his remarkable throwing was seen in a game at Yale Field in the time he was starring at shortstop for Old Eli. With a runner on third the batter hit into deep short. Le Gore fumbled, recovered and [illegible] ball to the plate in time [illegible]

MARTIN'S APIOL & STEEL PILLS
A French Remedy for all Irregularities.



250,000 Words at His Command

And at *your* command—and a sure point for every word. Always sharp but never sharpened, the Eversharp Pencil brings you a totally new idea of pencil efficiency, downright convenience and better writing.

As much a marvel of construction as a perfect writing aid. Built with jeweler precision. A built-in clip prevents it from being lost. An Eversharp becomes your right-hand friend and bosom companion for life.

WAHL
EVERSHARP
The Perfect Pointed Pencil

Come and see the Eversharp line, whether you are seeking the world's best pencil for yourself or some writing friend. Made for pocket, chain, or milady's bag. A 25c box of leads—enough for another quarter million words—replenishes the writing chamber; leads come in various degrees of hardness.

Prices, $1 and up

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36 Nanking Road, Tel. 1928

In The Big Leagues

Standings On August 13

American

	W.	L.	Pct.
Chicago	62	38	.620
Detroit	57	40	.588
Cleveland	56	43	.566
St. Louis	53	44	.546
New York	53	45	.541
Boston	45	56	.446
Washington	40	60	.400
Philadelphia	26	69	.274

National

	W.	L.	Pct.
Cincinnati	66	31	.679
New York	59	33	.641
Chicago	52	42	.553
Brooklyn	46	48	.489
Pittsburgh	46	51	.474
Philadelphia	37	52	.416
Boston	36	54	.400
St. Louis	33	61	.351

Coast

	W.	L.	Pct.
Vernon	71	49	.592
Los Angeles	72	50	.590
Salt Lake	64	50	.562
San Francisco	60	58	.508
Sacramento	53	62	.457
Oakland	56	66	.459
Portland	51	64	.443
Seattle	[illegible]	73	.371

Today's Band Program

French Band Plays Tonight

Performance by the French Municipal Band will be given today at the Kaukau Public Garden, weather permitting, at 9 p.m., programme as follows:

1. Garde—Marche [illegible] Hall
2. Orphee aux Enfers—Quadrille Offenbach
3. Pierrettes—Polka. Popy
4. La Belle de Boheme—Fantaisie Englendre
5. La Semillante—Mazurka Canivet
6. Berceuse de Jocelyn—Air Godard
7. Flots du Danube—Valse Ivanovici
8. La Belle Bourbonnaise—Pas Redouble . . . Clodomir
   Le Chef de Musique J. F. HEYMANS.

Tomorrow's Concert

The following program will be played by the Band in the Public Garden, weather permitting, beginning at 5:30 p.m.:

1. March—Black Rock . . . . Losey
2. Overture—Juanita . . . Williams
3. Waltz—Dreaming . . . . Joyce
4. Selection—Aileen . . . . Herbert
5. (a) One Step—Sunshine . Cobb
   (b) Fox Trot—We'll build a rainbow in the sky. Whiting
6. Selection—The Duchess of Dantzic . . . . . Caryll

A. de Kryger,
Conductor-in-Charge.

The Summer
is the time for
AMERICAN
APPLE CIDER
SOLD EVERYWHERE
Connell Bros. Co., *Agents*

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SHANGHAI

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The "Three Castles" Virginia Cigarettes

The *"Three Castles"* Cigarettes were among the first to be manufactured in England and have consistently retained their popularity to the present time.

"The Cigarette with the Pedigree"

Guaranteed Manufactured in England.

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

CHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE) ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Goods & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Sutsawe dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Langhwa Junction dep.	....	8.16	9.40	10.53	....	15.30	16.29	....	19.5[illegible]
Shanghai South .... dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*13.50*	*16.00*	*17.55*	*19.20*
Langhwa Junction ... dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Sunglung dep.	....	8.50	10.48	12.02	....	16.07	17.42	....	20.26
Kashai dep.	....	9.01	11.02	13.28	....	16.58	16.49	....	21.2[illegible]
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.26	....	21.56
Yehsih dep.	8.46	11.06	13.15	15.50	....	17.53	....	....	22.22
Chinglan dep.	9.46	11.41	14.00	16.50	....	18.24	....	....	22.55
Hangchow dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.47
Zahkou arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.01

STATIONS	Local	Local	Fast M	Slow	Local	Goods and Goods	Express R	Local	Night Express R
Zahkou dep.	....	....	6.20	7.55	....	9.20	14.10	15.30	17.50
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Chinglan dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yehsih dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.16
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....	20.38
Sunglung dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Langhwa Junction ... dep.	*8.15*	*10.38*	*11.55*	*14.08*	*15.33*	*17.23*	*18.23*	....	*22.23*
Shanghai South ... arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Langhwa Junction dep.	....	....	10.30	11.35	14.05	....	[illegible]	....	2.17
Sutsawe dep.	....	....	10.39	11.44	14.14	....	[illegible]	....	2.25
Jessfield dep.	....	....	10.46	11.51	14.21	....	[illegible]	....	22.31
Shanghai North arr.	....	....	11.00	12.05	14.35	....	[illegible]	....	22.45

KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

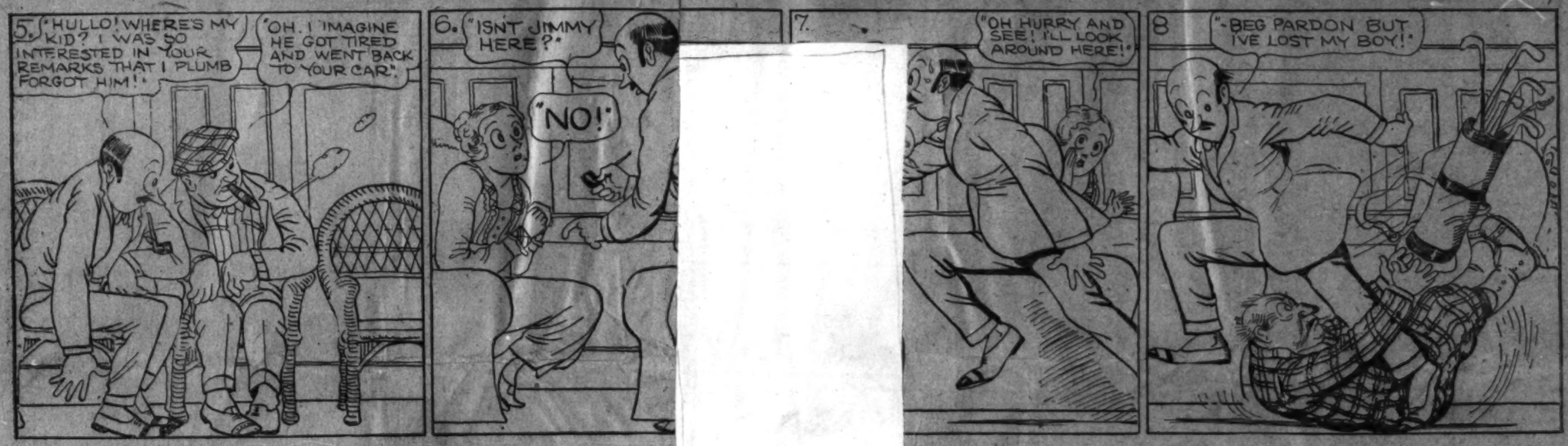
Konzenchiao.... dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou..... dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun .. dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow.... dep.	7.30	10.48	12.45	14.55	16.40	19.15	23.40
Hangchow..... dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun dep.	7.42	10.57	12.57	15.12	16.52	19.27	23.52
Zahkou..... arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao.. arr.	7.55	11.10	13.10	15.25	17.05	[illegible]	0.5

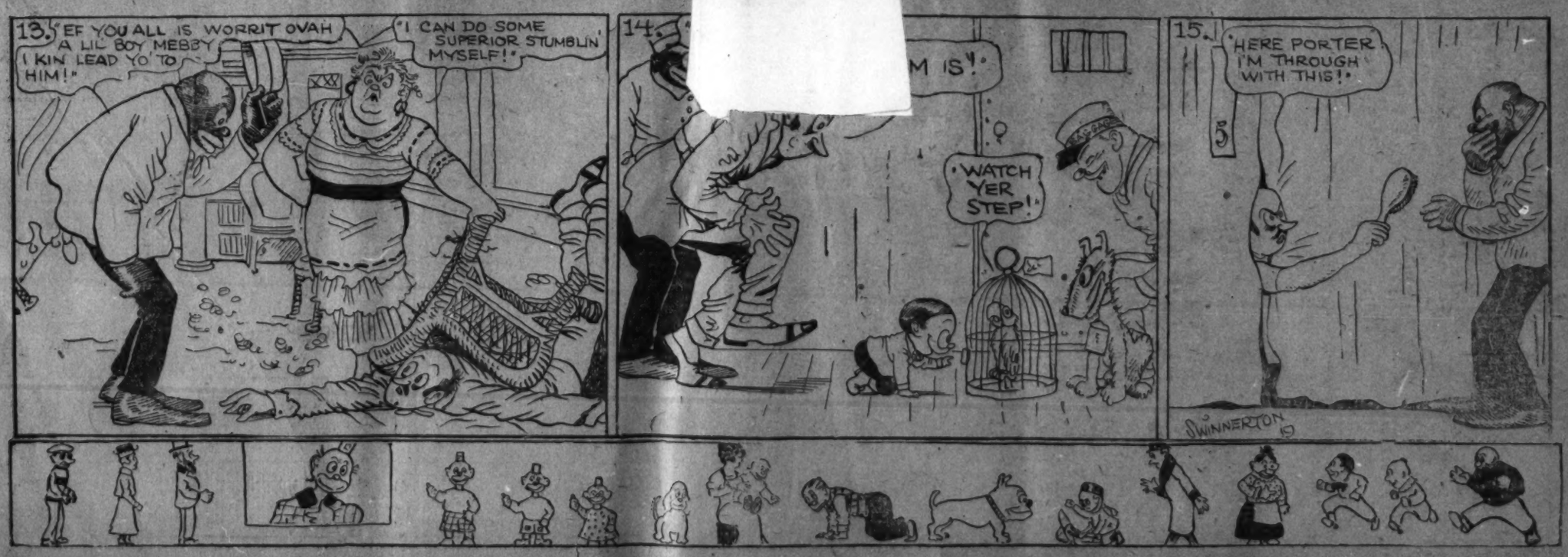
R. Restaurant Car.

"BEAN PORRIDGE HOT. BEAN PORRIDGE COLD BEAN.——"
"AW LE'S PLAY SOMETHIN' MORE INTRICATE. THIS SEEMS SILLY TO ME."
"AW, HUMOR TH' KID! YOU WUZ YOUNG ONCET YERSELF!"

Little Jimmy

1. "JIMMY, HERE'S PAPAS PIPE. HE'S GONE UP TO THE SMOKING CAR AND FORGOTTEN IT. YOU MUST TAKE IT UP TO HIM. DON'T LOITER OR SPEAK TO ANYONE ON THE WAY!"
2. "WHAT A CUTE CHILD! WHOSE LITTLE MAN ARE YOU?"
"I CANT TALK TO ANYONE! I GOT TO TAKE MY PAPA'S PIPE TO HIM!"
3. "SOME KID YOU GOT!"
"THANK YOU JIMMY SIT OVER THERE IN THAT EMPTY CHAIR AND MAYBE WE'LL ALL HAVE A LEMONADE!"
"PAPA! HERE'S YOUR PIPE!"
4. "AND AS I WAS SAYING—"
"I'LL SHOW YO' WHERE HE KIN TRABBLE AN' CAUSE NO FUSSIN'"
"THANK YOU."
"WHERE IN HECK-R-R YOU TAKIN' ME?"


5. "HULLO! WHERE'S MY KID? I WAS SO INTERESTED IN YOUR REMARKS THAT I PLUMB FORGOT HIM!"
"OH, I IMAGINE HE GOT TIRED AND WENT BACK TO YOUR CAR."
6. "ISNT JIMMY HERE?"
"NO!"
7. "OH HURRY AND SEE! I'LL LOOK AROUND HERE!"
8. "-BEG PARDON BUT I'VE LOST MY BOY!"


13. "EF YOU ALL IS WORRIT OVAH A LIL BOY MEBBY I KIN LEAD YO' TO HIM!"
"I CAN DO SOME SUPERIOR STUMBLIN' MYSELF!"
14. "M IS!"
"WATCH YER STEP!"
15. "HERE PORTER I'M THROUGH WITH THIS!"
SWINNERTON